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THE
UNITED SERVICE JOURNAL.

THE ARMY TO THE COMMONS OF GREAT BRITAIN.

"GENTLEMEN of the House of Commons,"—Start not at this address. We come not, like the Prætorian bands of old, to thunder at your gates, and with arms in our hands to obtain our requests, at the expense of your liberties; nor, misguided by the fanatic zeal which once led the mailed warriors of Cromwell within your walls, do we wish to make all things subservient to the sword. But we come, through the medium of that all-powerful engine which your forefathers have cherished as the palladium of British liberty, to uplift the small still voice of truth in behalf of our profession, to state the grievances under which it labours, and to ask, as ye boast to have reformed the State, will ye now render justice to the Army?

If, like other Sovereigns, our beloved Monarch possessed the unlimited power of rewarding that profession, whose greatest glory it is to have upheld the throne of himself and his sires in the hour of danger, this appeal would be unnecessary; but to you has a nation, ever jealous of its liberties, committed the purse-strings of the State—with you, alone, rests the power of redressing the grievances under which the Army labours—to you, therefore, must we address ourselves. We do so—not to complain of the tardiness or disinclination of our superiors to reward the deserving, but to complain that a nation, generous to profusion in everything else, gives not to those superiors the power of doing so; and it is to increase that power—to place at their disposal the funds for recompensing the toils of the veteran—for promoting the advancement of the meritorious, and raising the profession of arms to that standard which it ought ever to hold in the eyes of our countrymen—that we now address you. We trust it will not be in vain.

Your Army has claims upon you widely different from that of any other on the bounty of its Legislators. We say nothing of its exertions during the great and glorious struggle which ultimately laid your hereditary foe prostrate in the dust; for war is the soldier's vocation, and its attendant train of wounds, suffering, and slaughter, is but a necessary ingredient of his varied lot: but you will bear in mind that Britain holds under her sway one-third of the habitable globe, and embraces in her grasp a colonial empire greater than the Macedonian Monarch, in his wildest visions of ambition, ever dreamt of. To garrison these distant possessions—to protect them alike from internal and external foes, is the occupation of your Army; while to that of other nations is merely committed the easy task of defending their own homes. Nor is it only that separation from home and from kindred, with the consequent dis-

ruption of every social tie, which necessarily awaits the British soldier, but in many of these colonies the annual visitations of pestilence consign hundreds of victims to the tomb—the hand of death is there even less sparing than on the battle-field, and the tide of life ebbs not the less surely, extracted drop by drop, under the wasting influence of tropical disease, than when it flowed in the gushing streams which crimsoned the fields of the Peninsula and of Waterloo.

It is for you all this is endured. To preserve positions favourable to that commerce which has elevated Britain to her high place among nations, are thousands of your Army necessarily sacrificed each year to the Moloch of colonial service. That the gold-dust of Africa may be readily exchanged for your merchandise, have whole regiments pined, and sickened, and died amid the dreary swamps and deserts of Western Africa. That the varied treasures of the East may pour unceasingly into your coffers, eighteen thousand of your soldiers spend a weary life of privation and exile on the arid plains of Hindostan. That the spices of Ceylon may minister to your luxury, four thousand of our number lead a life of semi-civilization amid the woods and wilds of those distant regions, and that the rich produce of the West may be borne exclusively to your ports, do nine thousand more brave that pestilence before whose deadly blast even the strongest and the mightiest are laid low. There is scarcely a spot on the earth or a speck on the ocean where the commerce of Britain is not protected by our garrisons, and thus are poured into her lap, from the remotest quarters of the globe, the treasures of a hundred rivers, the harvest of a thousand plains.

It is not however by mere declamation we wish to convince you of the extent of Colonial Service exacted from your Army, but by reference to certified documents recently published by a Committee of your own number appointed to investigate the expenditure of the colonies, from which it appears that the average number of officers and men serving in each of your colonies for several years past has been—namely, including Artillery, Engineers, and Colonial Corps—as under:—

| Stations | Officers present at each Station | Non commissioned Officers and Privates present at each Station |
|--|----------------------------------|--|
| Gibraltar | 141 | 3027 |
| Malta | 111 | 2689 |
| Ionian Islands, | 127 | 3300 |
| West Coast of Africa | 15 | 525 |
| Cape of Good Hope | 90 | 1905 |
| Mauritius | 97 | 2199 |
| Ceylon | 159 | 4238 |
| New South Wales | 201 | 2286 |
| Newfoundland | 15 | 300 |
| Nova Scotia, &c. | 95 | 2211 |
| Canada | 151 | 2617 |
| Bermuda | 31 | 663 |
| Jamaica | 140 | 3074 |
| Honduras | 10 | 363 |
| Bahamas | 17 | 46 |
| Windward and Leeward Islands, comd | 225 | 5973 |
| Total, exclusive of the East Indies | 1505 | 35,856 |
| Add average number serving in the East Indies | 1000 | 18,000 |
| General Total | 2505 | 53,856 |

Estimating the gross amount of your Army in round numbers at 100,000 men, the above proportion on foreign service at first sight appears by no means so excessive. Little more than the half of a soldier's life would thus be necessarily spent in exile, but it must be kept in view that of this number, seven battalions of Foot Guards, three of Household Cavalry, seven of Dragoon Guards, and sixteen of Light Dragoons, bear no share of the burden, except the latter furnishing the reliefs for four regiments of Cavalry in India, while on the remainder falls the whole duty of garrisoning the colonies, entailing a life of almost perpetual exile. The claims of that portion of your troops who serve only at home we shall not take upon ourselves to discuss: these pages refer only to those whose services you know to be constant and severe—the men who conquer and garrison your colonies.

We enter not into the discussion as to whether these garrisons are or are not necessary for the security of your colonies. That having already been decided by a Committee of your own number in the affirmative, and we believe the most sceptical on this subject must now be convinced that, till you are inclined to trust your possessions in the West to the tender mercies of the negroes—your dominion in the East to the forbearance of the barbarians congregated on her frontiers—your colony of the Mauritius to the good feeling of subjects recently in arms against your authority—your territories at the Cape to the discretion of the Caffres—New South Wales to the *amor patriæ* of convicts—your American States to the doubtful loyalty of French demagogues—and your Mediterranean stations to the Punic faith of allies even anxious to overreach you—so long must the life of the British soldier be spent in exile, a victim to his country's wealth and welfare.

He complains not—he hesitates not, but is ready at all times to brave the climatal influence of your most pestilential colonies, even though in some of them his life is scarce worth a year's purchase. All he asks in return is, that a portion of that wealth which flows in golden streams to your land, through his sufferings and through his agency, may be employed in procuring an adequate provision for his old age, should he prove fortunate enough to attain it.

In this respect happily our advocacy on behalf of the private soldier is for the present rendered unnecessary. The recommendation of a recent Committee has led to an increase in his pay and pension, which, under such modifications and improvements as experience must speedily suggest, will at least make the reward of his service no longer a mockery, his profession a reproach, and himself in old age the inmate of a workhouse. Whether that reward is adequate, whether it is sufficiently attainable, it is not our present purpose to discuss. You will, no doubt, take care that your good intentions on behalf of the deserving soldier are carried into full effect. All we now crave of you is, an equal degree of consideration for those whose services are no less meritorious, and whose sufferings and sacrifices in the stern path of professional duty are no less worthy of reward—we mean the officers.

In every nation of modern times the efficiency of the Army is maintained, and an adequate provision secured for officers in their old age, by the establishment of a retired pay increasing in proportion to length

of service. If ever there was an Army in which this was requisite, and on a liberal scale, it is unquestionably that of Britain. The service of other armies being confined to the defence of their own homes, severs not those social ties which unite the soldier to the citizen, and when no longer fit for the active duties of his profession, the officer can easily resume the occupations of civil life. But the British officer, owing to the extent of his service abroad, becomes speedily estranged from his fellow-citizens, and is necessarily ignorant of all means of earning a livelihood, except professionally. Even by his relatives he is but little known and rarely seen, save during the transitory visit of his regiment to its native shores, or when a broken constitution forces him to seek a temporary repose from the toils of his profession. Nor is it the least of the evils resulting from his life of exile, that on his return he too often finds himself, even in the home of his fathers, a stranger in a land of strangers.

He has however a still stronger—nay, a sacred—claim on your generosity. Many of the climates in which he serves prove the bane of European constitutions. To escape from them, after a protracted service, with life is difficult, but with health is next to impossible. Diseased livers, enlarged spleens, incurable complaints of the stomach and bowels, and all the hydra train of tropical diseases, are almost the inevitable consequence of the colonial duty to which the British officer is exposed; and though, even under these chronic affections, he may possibly linger on to old age, yet it is not that hale and vigorous old age which awaits the resident in healthier climes, but too generally one of decrepitude and suffering in which life is dependent on the aid of those remedies which professional skill alone can supply. Need we add that, in a country such as this, where that professional aid is proverbially expensive, his retiring allowance requires to be, on a liberal scale, and to increase with his length of service and consequent infirmities?

Will it then be credited that, with such claims on your generosity, on your sympathy, a very large proportion of the officers of the British Army, even if forced to leave their profession in consequence of old age, or the disabilities resulting from a long course of service, receive *no retiring allowance whatever*; and even the retiring allowance granted to the remainder in the shape of half-pay *absolutely decreases in exact proportion to the extent, hardship, and danger of the service by which it has been earned*?

These are startling facts in military legislation, but are no less startling than true. They rest not on mere assertion, but on the warrants and custom of the Service regulating the retirement of officers, the operation of which it requires only a very simple detail of figures to explain.

It appears, from evidence adduced before a recent Committee on Army and Navy Appointments, that four-fifths of the officers in the British Army obtain their promotion by purchase. Many of these, in addition to thus sacrificing their private fortunes in the attainment of military rank, spend the greater portion of their lives also in prosecuting the arduous duties of their profession in foreign, and often in pestilential climes, on a rate of pay inferior to the interest of the purchase-money of their commissions, affording perhaps the most noble, the most

generous instances of devotion of purse and person in their country's cause to be met with in the annals of any nation. When the constitution of these men, broken down by the premature old age and growing infirmities consequent on the hard service of perhaps 25 or 30 years, precludes them from following any longer the active duties of their profession, what reward does their grateful country bestow on them for the devotion of a lifetime? what annual pension do they retire on? Nothing, absolutely nothing! not one farthing from that public purse, lavished with so ungenerous a hand on far less worthy objects, goes to cheer the winter of their declining years, to cover the expenses for professional aid which the manifold diseases contracted in the worst of climates necessarily entail on them. All they can avail themselves of is permission to sell, for the same price they paid for it, the rank they originally purchased, and they quit their profession—advanced in years, infirm in health, unfit for every other profession—every other pursuit, with the self-same sum as when, in all the ardour of youth, they first ranged themselves under their country's banners.

Legislators of Britain, is this just? is it generous? shall so foul a blot remain for another year upon your financial legislation? Talk not of the expense of remedying it. Poor indeed must that nation be—deep sunk in pecuniary embarrassment—ere poverty can be pleaded as an excuse for withholding from the most deserving of her servants the reward they have so justly and dearly earned.

It may be said that these officers, if they prefer it, can retire on half-pay, and that this is a species of retiring allowance. It is true they may do so, but not without sacrificing the original purchase-money of their commissions—an alternative not often adopted, for the following good and substantial reason:—

Let us suppose the officer to have purchased all his steps for the regulation price, and attained the rank of Lieut.-Colonel after twenty years' service, which, in the present times, would be deemed a rare instance of good fortune. After ten years' service in that rank he finds it necessary, from the state of his health, to retire. He probably entered the Army at eighteen; his age must consequently then be forty-eight. The half-pay offered him to retire on is 200*l.* 15*s.* per annum. In deliberating whether he should accept it he refers to a table of Government annuities, published under your authority, from which he finds that, even supposing him to be blessed with average health and an unimpaired constitution (which he is not), the value of his half-pay at the very utmost would only be 2694*l.* But the regulation price he paid for his Lieut.-Colonelcy was 4500*l.*; the loss by accepting half-pay would therefore be 1806*l.*

By similar calculations we could show that a Major must suffer in nearly the same proportions: it is scarcely necessary to add that such an alternative is seldom likely to be accepted.

Having established the first of our positions in regard to a large proportion of our officers receiving no retiring allowance whatever, we shall next show that the value of the retiring allowance in the shape of half-pay, when he does receive it, diminishes in exact proportion to the length of the officer's service.

There is something so extraordinary in this specimen of military finance, that we are certain many will feel even more incredulous in

regard to that than any of our previous averments. It requires, however, no very lengthened detail of figures to prove its accuracy.

You can scarcely require to be informed that the value of any annuity or retiring allowance depends not merely on the amount, but on the age and health of the person to whom it is granted, and that the same half-pay to an officer, aged forty is more valuable by 50 per cent. than it would be to one of sixty, particularly if the constitution of the latter is broken by a long course of foreign service, from which the former has been comparatively exempt. Now, as all officers enter the Army pretty nearly at the same period of life, a more advanced age in almost every instance implies a greater length of service; consequently the former, who has had only twenty-two years' service, receives as his reward exactly one-half more than the latter, who can number forty-two years' service.

The same principle of course applies with equal force whether the difference of age is two years or twenty; and the following scales will exhibit its operation in each rank at intervals of five years:—

| LIEUTENANT-COLONEL. | | | | MAJOR. | | | | CAPTAIN. | | | |
|--|---------------|---|--|--|---------------|---|--|--|---------------|---|--|
| Number of years' service. | Probable age. | Value of Half pay of 7s a day for remainder of life | Decrease in reward for each five years' service. | Number of years' service. | Probable age. | Value of Half pay of 7s 6d a day for remainder of life. | Decrease in reward for each five years' service. | Number of years' service. | Probable age. | Value of Half pay of 7s a day for remainder of life | Decrease in reward for each five years' service. |
| 25 | 43 | £2012 | | 20 | 38 | £2682 | | 15 | 35 | £2049 | |
| 30 | 48 | 2694 | | 25 | 43 | 2515 | | 20 | 40 | 1936 | |
| 35 | 53 | 2398 | £218 | 30 | 48 | 23.6 | £167 | 25 | 45 | 1802 | £123 |
| 40 | 58 | 2065 | 296 | 35 | 53 | 2071 | 181 | 30 | 50 | 1644 | 124 |
| | | | 3.3 | | | | 5.5 | | | | 158 |
| Total decrease in reward for 15 years' additional service. | | | | Decrease in reward for 15 years' additional service. . . | | | | Decrease in reward for 15 years' additional service. . . | | | |
| £217 | | | | | | | | £405 | | | |

thirty-five or forty than 9s. 6d. would be to the same person as a Major fifteen years hence, or 11s. a-day as a Lieut.-Colonel twenty-five years hence, particularly if, during that period, these officers have been serving, as is most likely to have been the case, in the worst of tropical climates. In fact, from the latter circumstance, the lower rate of annuity would probably be valued by an actuary at nearly double the price of the highest. Thus, *the longer the service, the less is the reward!*

However extraordinary such a system of legislation must appear, its most prominent defects sink into comparative insignificance, when we come to compare the value of the reward thus accorded to old officers with that obtained by their juniors, many of whom never served one day, and none more than a few months.

On this subject no stronger evidence can be wished for than the three following calculations, which we quote from an article entitled "Half-Pay, its Abuses and Defects," published in February last, because, being framed from documents published by authority, their correctness is the less questionable.*

*Estimated Cost to the Public of 106 Ensigns on the Half-Pay List, 50 of whom never served a single day, and the rest not beyond a few months —

| Number of Ensigns Retired | Year of Retirement on Half Pay | Yearly Amount of Half Pay in the new Rates | Number of Years in Receipt of Half Pay | Sum received by each Officer since his Retirement with compound interest at 4 per cent | Total Sums received by each Class, with compound interest thereon |
|---------------------------|--------------------------------|--|--|--|---|
| | | £ s d | | £ | £ |
| 1 | 1764 | 33 9 2 | 72 | 13,250 | 13,250 |
| 1 | 1779 | 33 9 2 | 57 | 6,960 | 6,960 |
| 24 | 1783 | 33 9 2 | 53 | 5,850 | 140,400 |
| 2 | 1784 | 33 9 2 | 52 | 5,590 | 11,180 |
| 3 | 1785 | 33 9 2 | 51 | 5,345 | 16,035 |
| 1 | 1787 | 33 9 2 | 49 | 1,878 | 4,878 |
| 1 | 1788 | 33 9 2 | 48 | 4,658 | 4,658 |
| 1 | 1789 | 33 9 2 | 47 | 4,450 | 4,450 |
| 1 | 1791 | 33 9 2 | 45 | 4,048 | 4,048 |
| 1 | 1793 | 33 9 2 | 43 | 3,684 | 3,684 |
| 1 | 1794 | 33 9 2 | 42 | 3,505 | 10,515 |
| 1 | 1795 | 33 9 2 | 41 | 3,340 | 3,340 |
| 1 | 1796 | 33 9 2 | 40 | 3,180 | 3,180 |
| 4 | 1800 | 33 9 2 | 36 | 2,595 | 10,380 |
| 1 | 1801 | 33 9 2 | 35 | 2,473 | 2,463 |
| 9 | 1802 | 33 9 2 | 34 | 2,335 | 21,015 |
| 1 | 1804 | 33 9 2 | 32 | 2,096 | 2,096 |
| 2 | 1805 | 33 9 2 | 31 | 1,984 | 3,968 |
| 1 | 1806 | 33 9 2 | 30 | 1,873 | 1,873 |
| 1 | 1807 | 33 9 2 | 29 | 1,770 | 3,540 |
| 1 | 1810 | 33 9 2 | 26 | 1,484 | 1,484 |
| 23 | 1814 | 54 15 0 | 22 | 1,875 | 43,125 |
| 1 | 1815 | 54 15 0 | 21 | 1,752 | 5,206 |
| 11 | 1816 | 54 15 0 | 20 | 1,631 | 17,941 |
| 1 | 1817 | 54 15 0 | 19 | 1,515 | 1,515 |
| 1 | 1818 | 54 15 0 | 18 | 1,404 | 1,404 |
| 1 | 1819 | 54 15 0 | 17 | 1,297 | 1,297 |
| 1 | 1821 | 54 15 0 | 15 | 1,099 | 2,190 |
| 1 | 1822 | 54 15 0 | 14 | 1,002 | 1,002 |
| 1 | 1826 | 51 15 0 | 10 | 656 | 656 |
| 106 | | | | | £347,783 |

Estimated Cost to the Public of 51 Cornets on Half-Pay, 38 of whom never served one day, and the rest only a few months.

| Number of Cornets retired. | Year of retirement on Half-Pay. | Yearly amount of Half-Pay, old and new Rates. | Number of years in receipt of Half-Pay. | Sum received by each Officer since his retirement, with compound interest at 4 per cent. | Total Sum received by each Class, with compound interest thereon. |
|----------------------------|---------------------------------|---|---|--|---|
| | | £. s. d. | | £. | £. |
| 1 | 1782 | 45 12 6 | 54 | 8338 | 8,338 |
| 3 | 1783 | 45 12 6 | 53 | 7973 | 24,919 |
| 1 | 1786 | 45 12 6 | 50 | 6963 | 6,963 |
| 9 | 1802 | 45 12 6 | 34 | 3185 | 28,665 |
| 1 | 1803 | 45 12 6 | 33 | 3020 | 3,020 |
| 1 | 1806 | 45 12 6 | 30 | 2558 | 2,558 |
| 2 | 1814 | 63 17 6 | 22 | 2183 | 4,376 |
| 4 | 1815 | 63 17 6 | 21 | 2045 | 8,180 |
| 10 | 1816 | 63 17 6 | 20 | 1902 | 19,020 |
| 10 | 1817 | 63 17 6 | 19 | 1768 | 17,680 |
| 2 | 1818 | 63 17 6 | 18 | 1638 | 3,276 |
| 2 | 1820 | 63 17 6 | 16 | 1395 | 2,790 |
| 2 | 1821 | 63 17 6 | 15 | 1278 | 2,556 |
| 3 | 1822 | 63 17 6 | 14 | 1170 | 3,510 |
| 51 | | | | | 134,851 |

If we now look to the foreign half-pay, the Army List for 1835 enables us to furnish the following estimate of the cost to the public of 36 cornets and ensigns, whose services have not at the utmost exceeded a few months each, and yet have been on half-pay for the last twenty years:—

| Numbers. | Rank of Officer. | Year of retirement on Half-Pay. | Yearly amount of Half-Pay. | Number of years in receipt of Half-Pay. | Sum received by each Officer since his retirement, with compound interest at 4 per cent. | Total Sum received by each Class, with compound interest thereon. |
|----------|------------------|---------------------------------|----------------------------|---|--|---|
| | | | £. s. d. | | £. | £. |
| 4 | Ensigns . . | 1814 | 54 15 0 | 22 | 1875 | 7,500 |
| 17 | Cornets . . | 1816 | 63 17 6 | 20 | 1902 | 32,334 |
| 15 | Ensigns . . | 1816 | 54 15 0 | 20 | 1631 | 24,465 |
| | | | | | | 64,299 |

The aggregate of this expenditure is as follows:—

| | |
|---|----------|
| Cost of 106 Ensigns on British half-pay | £347,783 |
| 51 Cornets on ditto | 134,851 |
| 36 Cornets and Ensigns on Foreign ditto | 64,299 |
| 193 | £546,933 |

Average cost of each, £2834.

From this extraordinary document then it appears that in the year 1834 there were on British and foreign half-pay 193 Cornets and En-

signs, none of whom had served twelve months, and many not a single day, and yet had each drawn from the public, on an average, more than the value of that half-pay which forms the sole reward of a Lieutenant-Colonel for perhaps forty years' service, besides the probability, as they are still young lives, of drawing as much more before their decease.

Legislators of Britain—shall so striking a contrast in the rewards of your servants continue during this boasted era of reform and improvement to reproach your administration for another year?

Gross as are the abuses we have just detailed, justice requires us to state that they are not so much attributable either to the past or present Members of your Executive as to yourselves, because, blinded by the constitutional fiction "that a standing army in time of peace is contrary to law," you have suffered it to remain, from year to year, groaning under the defects of past centuries, as if it were useless to legislate for what you conceived must shortly cease to exist; and from that untoward practice, alike pernicious to the Army and the State, of removing a Secretary-at-War on each trivial change of Administration, these authorities have succeeded each other of late years in such rapid succession, that no time has been afforded for investigating—far less remedying—the abuses to which we have just directed your attention*.

It is scarcely necessary to point out how defects so glaring might be remedied: the cure is obvious. Adopt either the regulations of other armies on the same subject, or those of the civil servants of your own State, or even take the graduated retiring allowances of the Paymasters and Medical Staff, as a standard—any of these will ensure the reward being proportioned to the extent of service performed; but for your own credit as legislators, for the respectability of that profession which you profess it your wish to elevate and improve, permit no longer this important feature of your military finance to excite the derision of other armies, or its principles to remain at variance with the first rudiments of arithmetic.

As civilians, you may not, however, be sufficiently conversant with the regulations of other armies and other departments on this subject, allow us, therefore, more particularly to advert to them. In the French Army there is no permanent half-pay till twenty years' service†, but after that it increases annually by certain gradations till the attainment of full-pay after fifty years' service. In reckoning this service, however, every year passed in the colonies is allowed to be counted as eighteen months, and every campaign as two years, which, in a service such as ours, would

* Of late years every effort has been made, both by our civil and military authorities, to reduce the number of these annuitants on the Half-pay List, and a regulation has been adopted by which no officer can in future receive half-pay till he has served for three years. This too was accompanied by a boon to the old officers of promotion to half-pay vacancies in the proportion of one promotion for every three deaths, which will, in after years, as those on the Half-pay List advance in age, prove a valuable regulation for the Army, but at present its operation is too limited to effect that important object—an adequate retirement to officers at present worn out in the service.

† Properly speaking, the permanent half-pay in the French Army does not commence till after thirty years' service; but an officer, after having served twenty years on full-pay, is placed for ten years on temporary half-pay, and when that has expired he then enters on the permanent half-pay for life.

reduce the nominal period of twenty years' service, to about fifteen. For any shorter service the half-pay granted is merely temporary, to continue half as many years as the officer has served, by which salutary precaution no such instance can occur as that which you will find detailed in one of the previous calculations, of an officer receiving half-pay for seventy-two years to recompense him for the service of as many days.

But it is unnecessary that we should go to the French Army for examples: an equal, if not superior, code of regulations exists in the Indian Army, by which an officer, after having completed twenty-five years' service, of which twenty-two must have been in India, can retire on the full-pay of his rank, whatever that may be, and without any reference to the state of his health. However, if rendered unfit for the active duties of his profession before that period, he can retire on the half-pay of his rank, provided he has completed ten years' service; and even if unable to make out that period, there is a reduced rate of half-pay provided for him. But though in these rewards for minor periods of service the officers of the Indian are much upon a par with those of the King's Army, the similarity extends not in favour of the latter to that retirement on full-pay which crowns the toils of the former; and though scorched under the same burning sun, exposed to the dangers of the field in a greater degree—though leading the way to every victory, and purchasing with his blood every inch of that immense territory which now owns the British sway, the King's officer, merely because he bears the commission of his Majesty, cannot, *even after twenty-two years' service in that country*, retire on more than his miserable pittance of half-pay—a sum in all probability inadequate to cover the medical bills he annually incurs for the advice and attendance indispensable to his shattered constitution. Hear this, ye British legislators, and mark the contrast!

These regulations of the Indian Army go farther,—they judiciously take into consideration that some officers may be unfortunate in their promotion, and that while one may only be able to retire on the full-pay of Captain, another, with the same service and no better claims, may be entitled to retire on the full-pay of Lieutenant-Colonel. This inequality in the reward has carefully been provided for, by allowing every officer who has served twenty-three years, of which twenty have been in India, to retire on the full-pay of Captain; if after twenty-eight years, twenty-five of which have been spent in India, on the full-pay of Major; if after thirty-three years, of which thirty have been spent in India, on the full-pay of Lieutenant-Colonel; and if after thirty-eight years, thirty-five of which have been spent in India, on the full-pay of Colonel, whether they have respectively attained these ranks or not. No principle certainly can be fairer or more worthy of imitation; and it shows that, however stinted may be the bounty of the East India Company towards the troops of the Crown, that failing does not extend towards those of their own Army.

The principles on which the retiring allowances to civil servants of Government are regulated in this country, offer another very good example how the retired pay of officers might be graduated, but with this important distinction, that, as retiring on full-pay from the Army and from a civil situation mean very different things, so should the period for their attainment be different. An officer's full-pay is exclu-

five of his allowances of lodging, fuel, candle, servants, wine-money, and, in some instances, rations, which may in all amount to about a third of the value of his pay. If permitted to retire even on full-pay he must sacrifice these advantages, which the civil servant of Government does not; consequently, to place them on a par in this respect the period when the civilian is entitled to retire on two-thirds of his salary, ought to correspond to the period when the officer should be permitted to retire on full-pay. This period can be ascertained from the Act 3 Geo. IV., regulating the retirement of civil servants as under:—

| 10 and under 15 years' service, annuity of $\frac{1}{3}$ of salary. | | |
|---|-------|----|
| 10 | ..... | 20 |
| 15 | ..... | 25 |
| 20 | ..... | 30 |
| 25 | ..... | 35 |
| 30 | ..... | 40 |
| 35 | ..... | 45 |
| 40 | ..... | 50 |
| 45 | ..... |  |

Above 50, full salary.

The periods under ten years' service are rewarded by gratuities or minor annuities, which it is unnecessary here to detail.

In regulating the officer's retirement on the same principles, justice also requires that some addition should be reckoned, as in the French Army, for service in the Colonies, especially in tropical ones; for the same amount of reward for service in healthy and unhealthy colonies, would obviously be most unequal in its operation, considering the deterioration of constitution to which the latter almost inevitably leads.

But, without adverting to the civil departments of the State, an excellent example for fixing the retiring allowances of old officers according to their service, may be found in the regulations for the Paymasters and Medical Staff. Both these classes of officers, on their retiring, enjoy a half-pay graduated according to length of service, and progressively increasing every five years; in this respect maintaining a decided advantage over the other grades—in which young and old, short service and long service, all share alike, however different the claim—however urgent the necessities of some as compared with others; so that while a Paymaster of twenty years' standing can retire on 12s. 6d. a-day, or a Staff-Surgeon of the same standing on 12s., a Lieutenant-Colonel, who has commanded a regiment before they entered the service, and perhaps purchased all his commissions, can only retire on a half-pay of 11s. a-day; consequently the subordinate officer, with perhaps half the services, retires on more than his senior.

In any arrangement for improving the retiring allowance of old officers, a difficulty necessarily exists in regard to those who have purchased their commissions, and may wish, on leaving the Service, to realize the price of them. If these men merely receive the price they originally expended in purchasing, without any retiring allowance, they obviously get no reward whatever for their service; but to allow them to retire on the full-pay of the rank they have attained, and enjoy the sale of their commissions too, would, on the other hand, be too much, because they may have reached a higher grade by purchase than service alone would have entitled them to. This difficulty might, however, be obviated by adopting two scales of retirement—the one permitting an officer so situated to retire on the full-pay of his rank,

if he chooses to give up the privilege of selling out; the other allowing him, in case he declined that alternative, to dispose of the commissions he purchased, and retire on a pension equivalent to Captain's half-pay after twenty years' service; Captain's full-pay after thirty; Major's after thirty-five; and Lieut.-Colonel's after forty—or such number of years as shall be deemed a fair extent of service to merit that reward; for certainly there can be no good reason why, if an officer not only sacrifices the years of youth and manhood to his profession, but his money too, he should, in old age, be placed in a worse situation than he who has had no money to sacrifice.

You may perhaps entertain the idea—by no means uncommon among civilians—that the privilege of selling out accorded to old officers, is a sufficient compensation for the want of an adequate retiring allowance. Nothing, however, can be more erroneous. We have already adduced parliamentary evidence for the fact that four-fifths of our officers purchase their commissions, and consequently can derive no reward from being allowed to sell what is virtually their own property. Of the remaining fifth several, after twenty or thirty years' service, are no doubt allowed the boon of disposing of their commissions, even though they did not originally purchase them; but this offers no real advantage except to those in the rank of field-officers, for to the junior grades the half-pay is, in general, more valuable as an annuity than the price which would be realized by such sale. Besides, as we shall proceed to show that any benefit an officer thus derives is not at the cost of the public, who are really his debtors for long and faithful service, but taken out of the pockets of the next in succession, whose prospects of promotion are sacrificed, in order to permit a junior to purchase the vacancy.

In all other armies, indeed we might add in all other professions in which a gradation of rank exists, when a senior retires in consequence of age or infirmities, the next junior succeeds as a matter of course to the vacancy; and this, in general, gives rise to more promotion than all other casualties; but in the British Army, by a cruel economy, utterly unworthy of so great a nation, all vacancies thus caused are filled up by promoting such of the juniors as will advance to the officer retiring the regulated price of his commission, in order thereby to free the country of the burden of a proper retiring allowance. Thus, instead of paying the officer out of the public purse a fair remuneration for his past services, he is paid out of the pocket of some junior officer who purchases, but in reality at the expense of the old officer who is passed over, and who has not only the mortification of having a young life substituted over him for an old one, to the utter annihilation of all his hopes of promotion, but has also to endure the mortification of serving under a junior, who has no further merit than that of possessing wealth sufficient to relieve government of a debt which it should have been proud to liquidate from its own treasury.

You will remark that it is not against the system of promotion by purchase in the abstract that we are contending—that has among our ranks fully as many advocates as opponents; and probably in a nation, such as Britain, where the Army is equally the resort of the noble and the wealthy as of the mere soldier of fortune, something of the kind is necessary, in order to soothe that constitutional jealousy of

military power so peculiar to our countrymen, and make the Army less dreaded as an instrument of tyranny when known to be partly commanded by officers independent of their profession, and therefore less likely to become the tools of arbitrary power. We see comparatively little harm in that portion of the system by which a youth who only comes into the Army to spend the few first years of manhood in the exercise of an honourable profession can apply his wealth in the attainment of promotion, and when he has seen enough of service to quench his military ardour, is then permitted to dispose of that rank to another whose course will likely be as brief as his own. Such men stand little in the way of those who are really determined, and perhaps obliged, to make the Army their profession through life; but what we deprecate as forming an almost insuperable barrier to these prospects of promotion which officers, in common with the members of every other profession, have a right to entertain on the retirement of their seniors, is that system, now so universal in the Line, of permitting almost every commission, particularly in the ranks of Field-officer, to be disposed of by purchase on the retirement of those who are worn out in the Service: thus reducing the prospect of promotion to the mere chance of a death occurring so suddenly as to preclude the possibility of a sale. What that chance may be is sufficiently apparent from the fact that the average deaths throughout the British Army among the Majors on full-pay are only four annually*; and among the Lieutenant-Colonels about the same number, which have to be shared among about 1300 Captains, and 250 Majors; whereas but for the practice of, permitting these ranks to sell when no longer fit for the Service, whether they originally purchased or not, the chances of promotion to the seniors of each rank would be increased at least five-fold.

All these evils and abuses may be traced to the want of that proper and adequate retiring allowance to old officers, for which we are at present contending. If the officers who thus sold out to the prejudice of the next senior, in order to realize a competence for old age, had enjoyed the option of retiring on full-pay, then would they unquestionably have accepted it in preference to disposing of their commissions; but having by the present regulations no other income to retire on than that of half-pay, self-interest, of course, led them to adopt the former alternative instead of the latter.

The whole subject of promotion by purchase is of so complicated a nature that it is perhaps necessary to explain its operation in this respect to the prejudice of the seniors of each rank, by a familiar illustration: Take, for instance, the Treasury, where a whole host of civil servants of Government are employed, whose claims on the bounty of the state cannot certainly be greater those of officers who serve in every clime. In that department, we believe, except in very rare instances, promotion goes through each grade in regular succession, the retirement or death of the senior being the stepping-stone of the junior to advancement. But what would be the outcry of injustice to the individual, of venality in the Government, of disgrace to the nation, if, when a vacancy thus occurred, it was conferred, *not on the next senior, but on any one of the juniors who could advance the person retiring a sufficient sum to induce him to relinquish his claim on the public for retiring allowance;*

* See *Mortality among British officers, from 1826 to 1835.* U. S. Journ., July, 1835.

and yet this is done in the Army, not rarely but constantly; and thus have officers, after serving upwards of a quarter of a century, and braving death in a thousand different shapes in their country's cause, been obliged either to sacrifice the slender remains of their private income in the purchase of that rank they should have attained for nothing, or to have one many years' junior promoted over them, to the certain annihilation of their future prospects of professional advancement.

Instances might be adduced of officers twenty-five, nay, we believe, even thirty years in the service, who in such circumstances have expended the last farthing of their fortune in obtaining the rank of Major or Lieutenant-Colonel, leaving, perhaps, in the course of a few years, their orphans in a state of destitution, or at best humble pensioners on the bounty of that state in whose service not only had their father's life been passed, but absolutely in many instances their own fortune expended.

Has Britain then come to this pass? Is economy pressed upon her with so harsh a hand that she must continue to sanction a measure which not only deprives her most faithful servants of their just reward, but, by inducing them to purchase what they should have attained for nothing, absolutely snatches the slender pittance of their fortune from the hands of the widow and the fatherless?

Legislators of our country, shall this ask a remedy at your hands in vain? Shall another year pass, leaving so foul a stain on your generosity? We know it is impossible. All we fear is, that you doubt the existence of such an abuse, from its not having been hitherto brought so minutely in detail before you. Inquire, and you will find it too true.

We have been thus particular in drawing your attention to this, as one of the most striking grievances under which the Army labours in regard to promotion; because when your sympathy has been aroused and generosity awakened in behalf of the deserving members of our profession, the remedy which ought here to be applied is too often diverted to another channel—the granting of a new brevet, which, while it entails a considerable burden on the country, goes but a small way towards improving the condition of that class of officers who stand most in need of it. It is by no means necessary that all officers should have before them the prospect (however pleasing it may be) of attaining the rank of General. Indeed, unless nature has been more than usually bountiful in the distribution of intellect to our profession, not one in a hundred can be fitted for that important rank; but it is absolutely necessary, both for the respectability of the Army and the welfare of its members, that every officer should have an adequate income to look forward to in his old age, and that he should be rewarded for his past services—not by high-sounding rank or titles, which mean nothing, but by a competence worthy of the nation he has long and zealously served.

This system of brevet promotion hitherto in operation in the British Army offers one of the strangest perversions of financial intelligence perhaps ever exhibited in any age. In other military nations, there being no purchase, officers generally rise by seniority through the junior grades till they attain the rank of Field-Officer, and if in that capacity they exhibit not qualities sufficiently brilliant to warrant their further elevation, they have, after a certain period of service, their full pay to retire on.

For the rank of General those only of the most marked talent or

most distinguished service are selected, on the principle that all officers are, or ought to be, fitted for the discharge of the minor duties of their profession; but there are few whom nature blesses with the varied qualifications so eminently essential to a General who may have the lives of thousands and the fate of millions intrusted to his charge. This is a certain reward held out to all those who perform their duties well and faithfully, and a few glittering prizes kept in reserve to stimulate the ambitious, the daring, and the talented.

The British system of promotion is, however, regulated upon different principles; it is for you to judge of their sanity; it pre-supposes that few are fitted even for the humble rank of Field-Officer, but that all who have attained that rank are, *par excellence*, fitted to be Generals. Without the outlay of money—which many a brave and deserving officer has not—even the former rank can rarely in these days be attained by service alone; but once attained, longevity does the rest: consequently he who has seen the least service, and whose constitution is least injured by climate, is the person who has the greatest chance of attaining the glittering prizes in this military tontine.

Of the effect of this we shall offer the following striking illustrations:—There are 110 battalions of the line and colonial corps—attached to these, either in command or *en second*, are 130 Lieutenant-Colonels. These corps constitute four-fifths of the Army; and as on them devolve nearly the whole of the service in unhealthy climates, you of course suppose that when a brevet is granted a large proportion of the officers who thus constitute as it were the working class of the Army, will enjoy the benefit of it. Now, mark the fact. If a brevet were granted to-morrow, and that brevet even included all Colonels whose commissions were dated anterior to 1830, about 85 would thus be promoted to the rank of Major-General; but of that number *three only* would be promoted from full pay of the line, viz., the Lieut.-Colonels of the 16th, 66th, and 39th Foot: the remaining 82 would devolve on officers on half-pay, many of whom had been so for the last twenty or thirty years; or on those of the Artillery, Engineers, Guards or Dragoons, who, having a smaller share of the dangers of the service, enjoy a better chance of survivorship.

Nor would the next rank fare much better. Suppose that even by the operation of a brevet all the Lieutenant-Colonels, down to 1821, were promoted, it appears by the Army List that from 160 to 170 would thus attain the rank of Colonel—a large number, certainly; but of this extensive promotion how much would devolve on those belonging to regiments of the Line and Colonial corps? *Not even a twelfth part*. The following are the only officers of that class actually serving on full-pay who would derive the benefit of it:—one Lieutenant-Colonel of the 2nd, 6th, 11th, 20th, 26th, 27th, 32nd, 57th, 92nd, and 94th Foot, 2nd W. I. Regiment, and two of the 31st; the remaining 150 promotions would go entirely to that more fortunate class, who, by the enjoyments of half-pay, or being subject to a less dangerous course of service, have survived to attain it.

Let us look at the operation of the brevet in the next rank, and see if the working class of officers are likely there to enjoy a better share. Suppose that in the exercise of an extreme liberality even all the Majors, down to 1822, were promoted, about 210 would thus attain the rank of Lieutenant-Colonel. But what proportion of this promotion

would be shared by those of the Line and Colonial corps? *Only one-thirtieth part.* Out of 215 Majors serving in every climate under heaven, only seven would be promoted, viz., one in the 15th Foot, 66th Foot, 93rd Foot, 96th Foot, two in the 98th, and one in the 2nd W. I. Regiment. The remaining 200 promotions would go to those who, from serving only in good climates, or not serving at all, have had the good fortune to survive long enough to attain it.

The two last steps being only brevet, give no additional income, and involve no minor regimental promotions; so that except the few Captains who might attain Brevet Majorities, the sum total gained by that portion of the Army which performs nearly all your colonial service from this long-expected boon would be three annuities of 400*l.* a-year each, to men upwards of sixty years of age, and of about forty years' service! But still this brevet, from including a host of others of the same nominal standing, but of far different claims from service, will cost the country at least forty times that sum, particularly as the latter class will in all probability be men of hale constitutions, and likely to live for many a year to enjoy your bounty.

This *exposé*, deduced from the official pages of the Army List, will, we trust, be sufficient to dispel the fallacious idea that the granting of any brevet, however extensive, will relieve officers serving on full-pay from the difficulties under which they at present labour, both in regard to an adequate retiring allowance and promotion—nothing will effect that but the establishment, as in every other Army, of a scale of retired pay, graduated according to length of service, and then filling up the regimental vacancies by the officers next in succession. To put men who are doomed to serve in the very worst of climates, and to brave every danger in their country's cause, on the same list for the attainment of brevet promotion with those who never quitted their native shores, and are exempt from all the risks of the Service, must appear, to every one in the least degree acquainted with the mortality and debilitating influence of tropical climates, the greatest absurdity ever introduced into military legislation; and no more striking proof of the inequality of its operation could be wished for than that if a brevet were granted, there are so few of the old officers on full-pay, alive or in the Service, to avail themselves of it.

Happy shall we be, however, if, in the excess of generosity, your Executive think fit to sanction the expenses of a brevet. It will confer on many an old and deserving officer, disabled, perhaps, by wounds and infirmities from active service, a higher honorary title, of which he will be proud; and to a few it will be the source of an increased provision for their old age. But let not this be done at the expense of men who possess still stronger claims from actual length of service on full-pay, nor think that what really proves a boon to the one will be sufficient to remedy the wants of the other.

In thus contending that officers on full pay should, with regard to retiring allowances and brevet promotion, be placed in a position corresponding to the arduous nature of the service they have to perform, we by no means wish to leave altogether out of view the claims of that class who have been placed on half-pay by reduction, after rendering a fair meed of service to their country, and who have only been prevented from devoting their after years to their profession, by the impossibility

of obtaining employment on full pay, though often sought for, and anxiously desired. Whatever exception may be taken to the *quasi* perfected claims of officers who have voluntarily sought half-pay and declined service, justice points out a marked distinction with regard to those who have been reluctant victims to state economy; and we trust that in the future consideration of measures for the benefit of officers, the latter class will not meet with the injustice of utter exclusion. To place them on the same footing in regard to retiring allowance or promotion with officers on active employment, who incur, at least, double the risk of life and constitution, would obviously be at variance with the principles we are contending for; but on their being recalled to the Service, it would only be fair that they should be allowed to count every two years they have thus been forced to remain on half-pay as one towards the attainment of those rewards which may be conceded for length of service. This principle is, we believe, adopted in the French and other continental armies, which, though far inferior in every point of discipline, much surpass us in such points of financial administration.

Knowing that anxiety to elevate and improve the character of your Army which has of late distinguished your deliberations, gladly do we avail ourselves of this opportunity of drawing your attention to another subject of no less importance, particularly to the junior ranks of the profession—that of pay. We confine ourselves to the junior ranks, not because we conceive that the higher grades are comparatively better paid, but because there is a possibility of the latter existing upon their pay, which unfortunately the former cannot:

We are aware that it is a maxim in all free nations to keep the pay of their Army on the lowest scale, possibly from experience that even the fiercest and most dangerous of the animal creation are best controlled and rendered harmless by the dread of starvation.

In other armies, however, there exists not the same necessity, as in the British, for the pay of the junior grades being on a liberal scale. In general they hold not the same *status* in society. They have no mess to support, and if they do incur debt, the non-payment of it constitutes no military offence. Whereas from the British officer is exacted the most scrupulous punctuality in this respect, under the heavy penalty of dismissal from the Service, even although his inability is, in no respect, the result of extravagance, but a necessary consequence of his pay being inadequate to the various expenses necessarily attendant on his profession. It is therefore a duty particularly incumbent on you, to place the income of these ranks on such a footing as to be at least adequate to all necessary expenditure, that they may not incur so serious a punishment for an offence in a great measure involuntary. But we fear you look not thus narrowly into the subject. You see many junior officers joining in all the expensive pleasures, follies, and gaities of the day, and glittering in the gaudy decorations of their profession, in each place of public amusement. You visit their mess, and find the table groaning under a profusion of plate and china of the most costly patterns, the board sparkling with expensive glass, a troop of liveried servants watching at your nod, and, by the aid perhaps of French cooks, an Epicurean repast to court your appetite. You suppose all this effected out of an officer's pay, and inquire no further, supposing that where there is scope for so much display, there must at least be sufficient for real wants. Had you inves-

tigated a little deeper, you would have found that it was not from the pay you afford them, but from the private fortunes of those who possessed it, and by the ruin of those who had none, that all this style was supported.

The commissioned ranks of the British army are, in time of peace, the resort of the wealthy; and in every corps, especially while serving in this country, these constitute the most numerous as well as the most influential of its members. The maximum charge for messing, being unfortunately fixed by no General Order or Regulation, is left to the votes of the majority, among whom the extravagant generally preponderate. The charge, thus established, however inadequate to his income, each officer must pay, *whether he acquiesced in the arrangement or not.* The consequence is obvious—the higher ranks, or those who possess fortune, may perhaps feel little inconvenience from it, but a subaltern, having nothing but his pay, becomes inevitably involved in debt, and that debt just as inevitably leads to his ultimate expulsion from the Service.

Is the fact disputed? It requires no lengthened detail of figures to place it beyond a doubt. The pay of an Ensign is 5*s.* 3*d.* a-day, from which there is a deduction, before it reaches him, of twenty days' pay, annually, for mess and band fees, besides frequently an additional subscription for a depot band; he has also to pay from 1*s.* 6*d.* to 2*s.* a-week for his servant, besides clothing. This reduces his available balance, for personal expenses, to about 84*l.* per annum, two-thirds of which are barely sufficient to cover his mess bill for dinner and wine, when he is *obliged* to indulge in that luxury, and the remaining third will scarce keep up the necessary supply of uniform clothing and equipments, independent altogether of the numerous other expenses, even for the necessaries of life, to which he is unavoidably exposed. Who then is to blame if he becomes involved?—you who tacitly warrant his being subjected to expenses, to which his pay is inadequate, or he who only incurs these expenses because it is impossible to avoid them?

The men upon whom such difficulties press with the greatest severity are those whom, of all others, it is your duty to protect. Many of them are the sons of officers, born, as it were, to the profession of arms, but whose parents, having sacrificed the pursuit of wealth for the service of their country, can spare little to aid the military income of their children. Some have still stronger claims—they are the orphans of those who have fallen in the field, or perished in pestilential colonies—and who, therefore, are, or ought to be, the adopted children of the State. These young men probably receive commissions in corps serving at home, after an ineffectual struggle for two or three years to subsist on their pay, they are induced, by the offer of a small sum to relieve their present embarrassments, to exchange into a Corps, in some distant station, to the temporary extinction of their prospects of promotion, which thus have to commence anew. Even abroad the same difficulties pursue them, for in many foreign stations their expenses are not less than at home. A second time they become involved, and ultimately are driven from the Service with disgrace, merely because the necessary expenditure incident to their profession has exceeded the income you have allotted for their support.

There is ~~the~~ another class on whom this inadequacy of income, in

the junior grades of officers, presses with still greater severity, viz., Ensigns recently promoted from the ranks. We have no doubt that when many well meaning men advocate the extension of this species of promotion, as affording the best excitement to emulation and good conduct among our soldiery, they do so on the supposition that it really confers an additional income—whereas the reverse is the case. The pay and beer-money of a serjeant-major of cavalry is 3*s.* 7*d.* a-day, or 65*l.* 7*s.* 11*d.* per annum; that of a serjeant-major of infantry 3*s.* 1*d.* a-day, or 55*l.* 10*s.* 5*d.* per annum; whereas the amount of the Ensign's pay, after deducting mess and land fees, and wages of servant, is, as we have before shown, 44*l.* annually. But the serjeant-major receives his clothing and equipments in addition to his pay, which the Ensign has to provide out of his, at a cost of certainly not less than 25*l.* or 30*l.* annually, so that the amount of real available income, in both ranks, is pretty much the same; but in their comparative expenditure there is this material difference, that the serjeant-major, when promoted to be Ensign, has to pay from 2*s.* 3*d.* to 2*s.* 6*d.* per day at the mess for his dinner, which formerly cost him but sixpence, so that, with the rank of gentleman to support, the remainder of his pay, after deducting the expenses to which he is unavoidably exposed, is reduced to less than half its former amount, and the only real advantage he enjoys by his promotion, is a more luxurious dinner, and a finer description of clothing.

The consequences are sufficiently obvious,—he speedily becomes involved in difficulties; creditors harass him, arrest,—civil if not military, ensues. Happy would he now he could revert to his former rank, in which neither debts annoyed, nor duns assailed him; but once elevated to the rank of officer, there is no retracing his steps—no alternative is left, but to quit a profession in which his income is inadequate for his maintenance; though the consequences of such a step, to one who knows no other way of earning a livelihood, must inevitably be ruin and starvation.

Now, we put it to you, a British Parliament, noted for a high sense of justice, distinguished for a liberality, amounting almost to profusion, in other departments, whether the laudable ambition of that class of men, should thus be made to operate to their prejudice, in order that you may indulge the petty economy of retaining the junior ranks of the army on a rate of pay inadequate to their maintenance.

To this you may readily trace the reason why your military Executive is more tardy than that of other nations in encouraging this species of promotion, unless it can be accompanied by an Adjutancy or Quarter-Mastership, which give some real additional income. By a Return, published in November, 1835*, it appears that the extent of promotion from the ranks, for the seven years, ending in 1831, was—

| | | | | | | |
|--------------------|---|---|---|---|---|----|
| To Quarter-Masters | . | . | . | . | . | 47 |
| Adjutants | . | . | . | . | . | 29 |
| Cornets or Ensigns | . | . | . | . | . | 9 |
| Total | . | . | . | . | . | 85 |

The small proportion promoted to the latter rank, though there the

* See U. S. Journal, November, 1835, pp. 413—4.

vacancies are most numerous, shows that it is generally considered no boon to them, but the reverse. The Quarter-Masterships which fall vacant are but few, the numbers of that rank in the army being very limited; and it may easily be imagined that, however well-qualified for the duties of the field an Adjutant raised from the ranks may be, it is but few who can be intrusted with the details of office-duty required of that rank, for the due discharge of which not only zeal and intelligence but a liberal education also are necessary. Thus is the field for promotion from the ranks circumscribed, not by any disinclination to advance that deserving class of men, but because the low rate of pay at present awarded to the junior ranks of officers will not admit of it, without injuring the parties you wish to benefit.

We have been thus particular in tracing this obstacle to its true source—a false and ill-judged economy,—because with you, and with you alone, rest the means of remedying it, by providing for your junior officers an income adequate to their real wants and necessary expenditure.

In order to effect this, it is not merely necessary you should grant a small increase of pay, but the necessity for expenditure must also be reduced. So far as regards uniform and equipments, much has been already done, but in regard to the cost of messing, and the discouragement of that luxury which a long period of peace has introduced into our army, much remains to do. And, in order that there should be more silver in the subaltern's pocket, it is essential there should be less on the mess-table. The evidence of a late Secretary-at-War, Sir Henry Hardinge*, on the necessity for economy in these important branches of regimental expenditure, renders any further comments unnecessary.

The advantage of a well-regulated mess, in every corps, no person of military experience will deny; but, unless under proper control, in regard to expenditure, it is capable of being perverted into a most serious evil. We submit too, that, where this establishment, as well as that of a band, has been deemed essential in every corps, it is but fair that the yearly subscription should be defrayed by the State, instead of twenty days' pay being deducted from the limited income of each officer for that purpose.

Time and space, not a want of material, here compel us to bring this lengthened detail to a close, and we do so in the confident hope that another Session will not pass, nor another year roll over our head, ere the long-wished-for æra of improvement dawns on our profession. We understood the Noble Lord who presides over the War Department to have stated, on Mr. Bannerman's motion, last year, that he intended to bring the whole affairs of the Army before you in the course of the ensuing Session, and we look anxiously, but, at the same time, with confidence, to the result. All we ask of you is—to investigate; only satisfy yourselves that "these things are so," and we are sure the necessary reform will not be far distant. You who listened so readily to the cries of the military culprit undergoing a justly merited punishment, will certainly not turn a deaf ear to the representations of those who have spent a lifetime in your service—"sans peur et sans reproche."

* See Report of Committee on Military Punishments.

THE BRITISH NAVAL SERVICE, AND THE TREATIES ON THE
SLAVE-TRADE.

Much has been said upon the subject of the slave-trade by men of all parties, and much has been actually done by Great Britain towards its suppression: many lives have been lost in keeping up colonial and naval establishments upon the West Coast of Africa, and much treasure has been expended upon these, and granted as reward to the captors of slave-ships; notwithstanding all which, and the various Treaties that have been concluded between European nations for its suppression, the trade is actually in as active operation at this day, by the subjects of some of the contracting Powers, as prior to the period when all the Treaties first came into force.

We shall, therefore, devote a few pages to an investigation into the causes that still render ineffective all the attempts and sacrifices made by Great Britain for the ultimately final extinction of this revolting traffic.

Before, however, entering upon this subject, it may be as well to show the annual expense to which this country is put by keeping up establishments, arising out of the Slave Treaties, upon the West Coast of Africa.

The British part of the Mixed Court at Sierra Leone is composed of two Judges—one, the Commissary-Judge; the other, the Judge of Arbitration—a Registrar, and several Clerks. The Judges are paid 3000*l.* and 2000*l.* each per annum, with a retiring pension of 1500*l.* for the superior Judge; the Registrar is paid 1000*l.* per annum; and the four or five Clerks from 300*l.* to 100*l.* each: thus the salaries of the Court may altogether be taken at 7000*l.* per annum, exclusive of annuities to sundry retired Judges.

The squadron upon the West Coast consists of a 46-gun frigate, carrying a flag, three sloops-of-war, and eight smaller vessels commanded by Lieutenants. The annual wear and tear, wages and victualling of this squadron, may be taken roughly at 22,000*l.*; and supposing each vessel should send to Sierra Leone every year only 300 * slaves, the bounty money would amount to 16,500*l.* This would make the annual expense of the squadron 38,500*l.*; and, united to the mixed Commission salaries, would arrive at 45,500*l.*

Upon this it must clearly be seen, that whatever may be the private opinions of the Ministers of the British Government, there can be no charge of want of zeal in the cause alleged against them in their public capacity in this department of their considerations.

Having thus cursorily stated the expenses, we shall now proceed to examine the several Treaties, as well as the support given them by the nations engaging to abolish the slave-trade upon their parts, in unison with the British.

The Treaty with Holland, signed on the 4th of May, 1818, with additional articles annexed, not having been found to answer the expectations of the two Governments, was succeeded by a farther additional article, bearing date the 25th of January, 1823; the first Treaty enabled the cruisers of each nation to capture vessels under their respective flags

* Last year, in six months, the squadron sent up nearly 5000.

in which slaves were found, and by an additional article vessels having had slaves on board could be captured; the two Governments then agreed upon another additional article, as above stated, in which all vessels found within certain limits, and fitted in a peculiar manner, or carrying a quantity of food necessary for the subsistence of negroes, should also be liable to capture. After the promulgation of this latter article, the Dutch flag appeared no longer in the list of slavers on the Coast, or was so seldom seen as to be considered extinct in the traffic.

This desertion of the trade by the Dutch can, perhaps, hardly be considered as arising from a fear of the consequences of trading for slaves, but rather in consequence of their inconsiderable colonial possessions in the West requiring no longer the supply, or otherwise receiving it from the Spaniards. There can be no doubt but that had the Dutch wished the continuance of the trade, it would have been continued in spite of English cruisers, in the same manner that the Spaniards will be shown to carry it on now, when a recent Treaty is in operation against them as effective in every way as that additional article which it is presumed induced the Dutch to retire from the trade: the fact is, that the Dutch were sincere; and when the Treaty with them was signed, the colonial authorities took the most decisive steps to insure its execution; and the possessors of slaves in their colonies necessarily extended greater care to the negroes, seeing that a vast risk and high price attended the introduction of others.

The Brazilian Treaty, signed at Rio de Janeiro upon the 23rd of November, 1826, requires nothing to be said in proof of the sincerity of the Government then existing under the Emperor Don Pedro: that Treaty declaring those who were found engaged in the traffic to be guilty of piracy, and treated accordingly.

This was a conclusive blow, as far as it went; but upon the retirement of Don Pedro to Portugal, the execution of the Treaty was abandoned; for although the Brazilian flag was not found carrying slaves, yet the Brazilian flag brought the merchandise wherewith to purchase the slaves, and the flag of Portugal conveyed them to the Brazils with additional safety, because this flag once to the south of the equator is judged, by the Mixed Commission Court at Sierra Leone, not liable even to detention, much less condemnation—a point that will come under consideration hereafter.

The trade in slaves to the Brazils is now carried on to an enormous extent, both from Ajuda (*Anglicè*—"Why dah") and Lagos, in the Bight of Benin, and entirely under the Portuguese flag. Once to the south of the equator, that flag is perfectly secure, as the law is read, and with as little danger it approaches the shores of the Brazils, for, excepting a straggling British cruiser, none other dare molest it. There was an instance of the *Maria da Gloria*, a slave-ship, under the Portuguese flag, detained by H. M. B. *Snake*, and sent for adjudication to Sierra Leone, where she was liberated, but was captured by a Brazilian cruiser as she returned to land her slaves. The officer commanding this cruiser was immediately, but not openly, removed from the command of his ship for making the capture.

It is idle to live up time to argue the criminality of the existing Brazilian Government, when it is well known that slave-ship after slave-ship is constantly emptying her cargo into the town of Maldonado, a

place situated not more than 180 miles from the capital, and immediately at the entrance of the Rio de Janeiro; and this position of things must remain as long as the Brazilians think proper, or until the Portuguese Treaty is acted upon in its true spirit, and not under the reading applied to it at this day.

The Treaty signed between England and Portugal, on the 22nd of January, 1815, was gained by the remission of a debt of £ 600,000*l.* by Great Britain. Had the island of St. Thomas or Prince's been ceded to the English Crown, instead, this sum would not have been wholly thrown away, as it has been in gaining a Treaty so imperfect, and so contradictory, that no Court ought to venture to act upon it; and it is presumed that none but a Court whose decisions were final would give judgment under it.

A review of the several Treaties and additional articles concluded between the two Governments, will show how utterly futile they have proved to effect the object, and how fully the English diplomatist has been duped by the Portuguese slave-dealer.

By the convention to the Treaty with Portugal, dated the 28th of July, 1817, article 2nd, it is rendered illegal for the Portuguese to traffic in slaves anywhere to the north of the equator; also it is declared illegal to traffic in slaves anywhere in Africa but within the following limits—"from the fifth degree, twelfth minute, to the eighth degree of south latitude, upon the Western Coast;" while by article the 1st it is declared legal to trade from the eighth to the eighteenth degree of south latitude, provided the slaves are not carried to the north of the equator. Now here are two articles, close upon each other, stating different limits wherein it is legal to carry on the slave trade.

The two articles are as follows:—

Art. 1.—"Those territories possessed by the Crown of Portugal upon the Coast of Africa to the south of the equator; that is to say—upon the Eastern Coast of Africa, the territory lying between Cape Delgado and the Bay of Lourenço Marques; and upon the *Western Coast* of that which is situated from the *eighth to the eighteenth degrees of south latitude.*"

Art. 2.—"The territories of Molembo and Cahcieda upon the *Western Coast of Africa, from the fifth degree, twelfth minute, to the eighth degree of south latitude.*"

Surely this could have been more clearly comprised in one article, saying that Portugal retained the right of the slave-trade from the fifth to the eighteenth degree south latitude. And would not any one in his senses suppose that a Portuguese ship having taken slaves on board from any other place was liable to capture? More especially, as by Article 1 of the Instructions issued to British ships-of-war, the Commander is enjoined to detain ships that he "suspects" have taken slaves on board from a part of the Coast of Africa where the traffic is declared to be illegal. The article runs thus—"And as to what regards the Portuguese vessels, should there be ground to suspect that the said slaves have been embarked on a part of the Coast of Africa where the traffic in slaves can no longer be legally carried on, in consequence of the stipulations in force between the two high Powers, in these cases alone the Commander of the ship-of-war may detain them:" the remainder

directs that the detained vessel is to be sent before a Court of mixed Commissions for adjudication.

Here, then, the Commander of a ship-of-war is furnished with full power to detain a Portuguese vessel when a *suspicion* exists of illegal embarkation of slaves, wherever he may meet one; no limits whatever are given, and the ship-of-war is fully borne out in the detention by the Treaty.

The 4th article of the same Instructions runs thus—"No Portuguese merchantman or slave-ship shall, upon any pretence whatever, be detained, which shall be found anywhere near the land, or on the high seas, south of the equator, unless after a chase that shall have commenced north of the equator."

Now what becomes of the power given by article 1, to detain Portuguese slave-ships upon suspicion wherever found?—or if that article is upheld, what becomes of Article 4?

Is it not clearly agreed by the two high Powers (England and Portugal) that all embarkation of slaves shall be illegal if made by the vessels of Portugal to the north of the equator, or from the equator to the fifth degree twelfth minute of south latitude?—but if these vessels cannot be detained taken south of the equator, unless after a chase commencing from the north, where is the sense of declaring it illegal to trade for slaves on any part of the Coast to the south of the equator?—because it is extremely improbable that any vessel having embarked her slaves to the south of the equator will ever give a cruiser an opportunity of chasing her from the north of the equator; yet unless this strange case occurs, she is saved by Article 4, and the decisions of the Mixed Commission Court are in conformity with this view of the question.

Under Treaties containing such conflicting articles, what officer can be expected to act with that promptitude so necessary for the slave-vessel, at least?—as it is of importance that no delay should take place in her progress, either as a legal or illegal trader, for in the dreadfully crowded state of a slave-vessel loss of time on the voyage is *loss of life*; and yet the Captain of any vessel-of-war would hesitate before he allowed a slave-ship to pass on to her destination if he read the Treaty in order to direct his judgment. Direct him it never could—mislead him it most probably would, as will be shown in the examination of the replies given by the present Commissary-Judge at Sierra Leone to certain questions.

It is difficult to explain how the authors of this Treaty, on the part of England, could so far neglect the examination of it as to permit such contradictory articles to appear; a carelessness on their part as culpable and evident in the framing, as is the shrewdness of the Portuguese in introducing articles tending to embarrass the officers employed in the suppression of a trade which, as a matter of policy, Portugal partially renounced, but which, as a matter of gain, she retains in as great a degree as ever. Neither did Portugal ever feel the infamy of violating the right of liberty in the Negro; to her it was enough that the wretched creature was brought and exchanged for the merchandise which her ships carried.

All the nations engaged in this trade, perhaps none are so utterly careless of the treatment of the Negro, when on board, as the Portu-

guese; they even appear to forget that their own interest is materially connected with the condition of the Negro as he enters the market for sale! They crowd their vessels to a horrible extent: for instance, a vessel was recently captured under the Portuguese flag bound to Bahia; she was 172 tons burden, and had on board at the time of capture 494 slaves, and a crew of 31 Portuguese, including Captain, &c., making a total of 525 souls,—thus having embarked, in the climate of Africa, in the small space of 172 tons, as many persons as would navigate, work, and sufficiently crowd an English line-of-battle ship of 1800 tons.

A review of the Treaties with Spain will show that England has been as much over-reached by that nation as she has been by Portugal.

By the Treaty with Spain, signed at Madrid on the 23rd of September, 1817, the first blow was given to the traffic in slaves carried on by that nation—The respective vessels-of-war were empowered to seize such ships, under the English or Spanish flags, as should be found carrying slaves from Africa—or, indeed, from any part of the world, unless having a passport. However, this clause was subsequently yielded, and, consequently, the Spanish slave-trader, when laden with slaves, became a legal capture when once taken or found by a British cruiser.

Nevertheless, the chances of escaping the vigilance of the British cruiser (for no Spanish cruiser ever appeared) so infinitely outnumbered those of capture by her, that this Treaty had little or no effect upon the trade. The few that were taken, combined with the deaths in the West Indies, only tended to keep up a highly-remunerating price, and the whole Coast of Africa, from the celebrated “Gallinass,” within 150 miles of Sierra Leone, to the Bights of Benin and Biafra, thence across the equator as far south as eighteen degrees of latitude, was more or less covered with the Spanish flag, trading alone for human beings. It was with impunity that these vessels remained in some cases ten months at the anchorage from which their cargoes were to be embarked; if boarded by a vessel-of-war, they would freely converse about the chances of escape or capture; they would name the probable number of slaves that would be taken on board; and, indeed, enter most fully into any question upon the slave-trade, and their intentions relating to it, with as much freedom as any merchant would speak upon any other trade. They knew that so long as no slave was found on board—that so long as no slave was known to have been on board—so long they evaded seizure. No circumstantial evidence would condemn a slave-vessel brought before the Mixed Court—it must be positive; and as heavy damages were sometimes most arbitrarily given against the officer detaining a vessel, a caution highly prejudicial to the suppression of the slave-trade was induced.

It was probably this state of things that gave rise to another Treaty, professing to have power to crush the traffic in slaves, so far as it had been, and was, carried on under the Spanish flag.

This treaty, signed at Madrid on the 28th of June, 1835, arrived upon the Coast of Africa in January, 1836; and no sooner was it received by the several vessels of war than it commenced its operations.

Before examining this treaty, we cannot but advert upon the unfeeling manner in which the Spanish Government acted towards their countrymen on this occasion. The conduct of the Government of that

country is just what might have been expected from a nation that saw nothing criminal in a traffic of human beings, until there was something to gain by giving it up.

It need not be told that the Treaty with Spain, bearing date September 23rd, 1817, as mentioned previously, was never, in any manner, put in force by any authorities on the part of Spain, but, on the contrary, the Island of Cuba became the slave depot for the West Indies, and it is supposed for the southern states of America as well. Annually, from this island, an extraordinary number of vessels would sail with cargoes for the Coast of Africa, under regular clearances from some custom-house in Cuba; at the expiration of a few months the most would return in ballast. Was this a natural course of things? Was it not to be supposed that the Government authorities would set on foot some inquiry into this frequent occurrence, especially when it took place in an island where the slave trade had been so largely carried on? But no inquiry was urged, although many representations were made by the British Government to the highest authorities both at Cuba and Madrid.

If, then, the Spanish authorities, conducting the government and laws at Cuba, took no trouble to enforce the laws enacted by Spain against the slave-trade, and if the same inattention was given to the representations of the British Minister at Madrid as was to those made at the Havannah, it may be confidently asked,—“Was not the Spanish slave dealer encouraged in his illicit and inhuman practices by the government of his country?” And, if so encouraged (for not to attempt suppression, was to give encouragement,) by his own government, was it not base suddenly to turn, and throw ruin upon the very persons who had tacitly been patronised in infamy? Did not, in this instance, the Spanish Government throw even the lowest rate of honour to the ground, namely—honour amongst thieves? Had six months been given, to enable the Spanish merchant to turn the capital employed in the slave-trade into another channel, and a law promulgated immediately upon the Coast of Africa, condemning to imprisonment for life all those who were hereafter found belonging to, or in a vessel with slaves on board, or fitted for slaves; and condemning to seizure all such vessels as, upon present examination, were found upon the coast, fitted for slaving, at the expiration of one month, the papers of such vessels being at the time marked by the searching ship of war, the course would have at least been honourable.

Let us not be understood as arguing against the enactment of laws severely to punish those engaged in the slave traffic; but thus suddenly turning upon the slave dealer, or Spanish merchant, heretofore not discouraged, and consequently encouraged in that traffic by the Government of Spain, that country is chargeable with having acted in a base and contemptible manner towards her own sons, and must be, by honourable nations, considered unworthy of confidence.

On the arrival of this Treaty upon the Coast of Africa, it instantly came into operation, and in a few weeks about thirty Spanish flags were flying at Sierra Leone, awaiting the adjudication of the Mixed Commission Court. This court, however, from some informality on the part of the higher authorities in England, had not power to proceed to trial,

although the ships of war had the power to send the vessels to that court for trial!

The instructions with respect to seizure of vessels are sufficiently clear and concise. In section 3 of Article 4, there is a great deal of useless form directed to be gone through on boarding a Spanish merchant ship; for instance, the Commander of the ship of war is to produce the authority by which he boards the merchant vessel—the fact of being a British cruiser ought to be enough; the Commander is then to deliver a certificate stating his rank, the name of his vessel, and declaratory that his object in searching is only to ascertain if the merchant ship is, or is not, fitted for the slave-trade. If the search is made by any officer not the Commander of the ship of war, a similar proceeding and entry in the log book of the vessel boarded, with result of examination, is to be made. All this is extremely useless, and, in some cases, might be very mischievous; for instance, it often happens that two vessels are seen at the same time, both make off, generally different ways; if all this writing is to take place, a considerable delay would be incurred, and, in the meantime, the other vessel is rapidly increasing her distance: should it happen in the night, one doubtlessly would escape. Of what possible advantage is this certificate system? If the vessel is not fitted for the slave-trade, or as described by the Treaty, will it not be palpable, at any time, to any other officer who may meet her, or will a certificate make it more so? What boarding officer will be satisfied that a Spanish vessel (at least upon the Coast of Africa), is not fitted for a slaver, because he finds a certificate, alleged to have been written by an English officer, saying she is a legal trader? Besides, any vessel might easily be equipped as a slaver in two days, supposing that previously she had been in the character of a merchant vessel. Such regulations only embarrass both parties without benefiting the cause in the least.

Article 10 of this Treaty contains a description of fitting that renders a Spanish vessel so fitted liable to seizure; every part of which can be evaded, or is not necessary to the ship carrying slaves. Certainly ships carrying slaves have hitherto been so fitted, but then no law has existed against it; now that it is declared illegal, the slaves will be carried away under more wretched circumstances than formerly they were, because such fittings are proscribed.

This article begins by declaring "hatches with open gratings, instead of solid or close hatches, to be illegal." By this law it is proposed to prevent the carrying of slaves, because they must be put below the upper deck, and with close or solid hatches the air would become in such a state below that suffocation would follow. There was, very recently, a Spanish brig upon the coast, which had been boarded by a British sloop of war, detained upon suspicion, and sent to the Mixed Commission Court for trial; by the decision of that court she was deemed not to be fitted illegally, because not falling under the description in the Treaty. She evaded the Treaty by having numerous air scuttles in her sides. To all intents and purposes she was fitted for slaves, but she infringed no part of the new Treaty in her fitting, therefore she could not be legally condemned.

In the second provision of Article 10—"partitions in the hold, in greater numbers than necessary for merchant vessels," is declared illegal:

Two partitions only are required on board a slaver, and those every merchant ship has, to separate the cargo from the people on board.

In the third provision of the same article—"spare *planks*, for laying down as slave decks," are declared illegal. This is evaded by using split bamboo stalks.

In the sixth provision of Article 10 it is declared illegal to have on board a larger quantity of casks, tanks, or other utensils of that kind, for carrying water, unless legalized by having a certificate from the custom-house at which the vessel cleared outwards, stating that security had been given for such extra quantity of casks, &c., should only be used for carrying palm oil, or for other lawful purposes.

This is a precaution which at once renders it safe for any Spanish vessel to carry just as many water casks as her captain shall think fit to have on board. I will suppose that she has actually a correct custom-house certificate, permitting her to carry these water casks, and that good security has been given to assure a proper use of them as directed by law—the vessel sails without her slaves and meets a cruiser—the certificate saves her from seizure. She shall then sail with her slaves, and makes the voyage to Cuba or elsewhere safely. Who then inquires what has been done with the water casks? It is absurd to say that some of the people on board may inform against her. That could always have been done by any part of any crew of a slaver under the former treaty, and would have condemned her, for "having *had* slaves on board," or "for having *been* engaged in the slave trade;" but no vessel was ever yet informed against, simply because the high wages given to the crew form so great an inducement to enter the service, and keep confidence with the owners. If they get *near* into port the wages are instantly paid; if they are captured the information is useless. But let us suppose the vessel sailing with her slaves and captured by a cruiser; the punishment is no greater for having the extra casks on board than it would have been without them; but the security is forfeited, and the loss enhanced. True, but this is paid by the insurance offices, for a slaver sails excepting under insurance. Certainly, instead of charging 18 per cent., the present rate of insurance, a small additional percentage might be put on; but this would only increase the sale price of the negro, and thereby render the traffic more alluring.

The remaining provisions in Article 10 relate to the usual fittings of a slaver, and declaring their use to be illegal, and when found on board any Spanish or British vessel, they will be considered as evidence against such vessels being legally employed in traffic.

This will have no effect, further than that the irons, boilers, mess-tubs, &c., hitherto brought to the coast by the slaver, will now be brought by some other vessel, under a flag over which the British cruisers have no jurisdiction, and by such vessels deposited on shore at the different anchorages where a slave establishment exists, and from thence they will be taken on board the slaver with her slaves, and not till then.

Article 12 of this Treaty requires that every vessel condemned by the Mixed Commission Court shall be "broken up entirely," and sold piecemeal. Such a stipulation is tantamount to a clause for the encouragement of Spanish and American ship-builders, and is no doubt received very gratefully by that class.

Article 3, in annex A, stipulates that the captor of any Spanish slaver "shall leave on board the captured vessel the master, mate, or boatswain, and two or three, at least, of the crew thereof." This is a most dangerous practice, and was disused in consequence of some captured vessels having been run away with by the persons so left on board, after they had parted from the cruiser that had captured her. By this article four of her own people, at least, must be left on board the captured slaver: the crew sent to carry her to Sierra Leone, by the capturing ship, will generally consist of one officer, and from six to ten men. It is well known that however daring, however intrepid a British sailor is, yet his intrepidity is fully equalled by his disposition to indulge in drinking. This unpardonable habit has been often taken advantage of by the Spaniards left on board a prize; and when the English crew are all drunk, the officer, standing alone, is secured, and the vessel retaken.

There has been one instance in which a captured vessel was known to have arrived in Cuba (her original destination) instead of Sierra Leone, to which place she was dispatched; but the English officer and men, who were sent in charge of her, never were heard of from the time of their being sent from their vessel to the prize. There is no reason why such a number of Spaniards should be sent up for the trial; one would conceive that the fact of a vessel having on board from two to five hundred slaves, was sufficient evidence of her guilt, more especially when her master admits that she is a slaver, and neither makes, nor wishes to make, any defence.

How easily might this have been arranged! Let the capturing officer demand of the captured party, if he intend defending his case? If he reply in the affirmative, then let him have his witnesses, as directed by the Article—the expenses of such witnesses to be paid by the losing party: if he reply in the negative, none need then be sent. Under such a regulation, not one Captain of a vessel, captured with slaves on board at sea, would require any of his crew to be sent up; and when the case was one of a questionable nature, he would be just as able to avail himself of witnesses as he now is.

If it be asked, why are not more officers sent? the reply is, they cannot be spared from H. M. S. upon the coast; for should a small cruiser—and the whole nearly are so—make two captures, she could not at any time afford to send more than one officer in each, with a view to sending another officer in a third prize; and this may happen; for, very frequently, the cruiser sending a prize to Sierra Leone does not get her officer and men back for four, five, or six months; and there have been cases where the cruiser has been so reduced in number of officers, either by their absence in prizes, or by sickness and deaths, that she literally must have herself accompanied any prize she took to Sierra Leone, thereby leaving unguarded the station entrusted to her attention.

Having then gone through the treaties formed by England in conjunction with other nations, and having pointed out those parts which appear either mischievous in effect or otherwise injurious to the cause of abolition; and having also shown, in a remarkable case, where in the Portuguese treaty one article actually destroys that power which another previously gives, namely, the first and fourth articles of the Portuguese,

treaty, relating to seizures and detentions;—we shall now examine some decisions of the Mixed Commission Court.

Very recently circumstances induced the presentation of some queries by a high naval authority upon the west coast of Africa to the Commissary Judge of the Mixed Commission Court at Sierra Leone. These queries were received and replied to with that courtesy and uprightness so prominently the characteristic of the Judge alluded to.

These queries and replies are public documents, and are here inserted word for word. The first query was—“If witnesses can be found on board a Portuguese vessel to swear to her having taken in her slaves to the northward of the Line, would this condemn her?”

Reply—“Although this were clearly made out and acknowledged, she cannot be captured to the southward of the Line.

“The Portuguese slaver *Active* was acknowledged to have taken in her slaves at Badagry, in 6° N. latitude, and was captured in 4° S. latitude; but was liberated, although she had broken the Royal passport.

“The *Perpetuo Defensor*, a Brazilian—the treaty being then the same as with Portugal—was captured off Anno Bono ($1^{\circ} 35'$ S. latitude), and was proved to have taken in her slaves in N. latitude; was also liberated, and 10,000*l.* damages awarded to both vessels, and the sentence was approved from home.

“Schooner *Seredade* was taken in 8 miles S. latitude, in consequence of having taken her slaves on board in $1^{\circ} 20'$ S. latitude, the Portuguese Treaty declaring that slaves were only to be shipped from latitude $5^{\circ} 12'$ S. to 18° S.; she was also restored with damages.

“The Court acts on Article 4 in the Instructions to Ships of War, which expressly declares that ‘no Portuguese shall, on any pretence whatever, be detained, which shall be found anywhere near the land, or on the high seas, S. of the equator, unless after a chase that shall have commenced N. of the equator.’”

On the right of detention in the Portuguese Treaty, the following are the several articles which refer to this subject:—

“Article 1, under the head of ‘Instructions for British and Portuguese Vessels of War employed to prevent the illicit Traffic in Slaves,’ runs thus:—“Every British or Portuguese vessel of war, in conformity with Article 5 of the Additional Convention of this date (July 28th, 1817), shall have a right to visit the merchant-ships of either of the two Powers, actually engaged, or suspected to have been engaged, in the slave-trade; and should any slaves be found on board, according to the tenor of the 6th Article” (which is inserted next) “of the aforesaid Additional Convention; and as to what regards Portuguese vessels, should there be ground to suspect that the said slaves have been embarked on a part of the coast of Africa where the traffic in slaves can no longer be carried on in consequence of the stipulations in force between the two High Powers; in these cases alone, the Commander of the said ship of war may detain them; and having detained them, he is to bring them for judgment before that of the two Mixed Commissions, appointed by the 8th Article of the Additional Convention of this date, which shall be the nearest, or which the Commander of the capturing ship shall, upon his own responsibility, think he can soonest reach from the spot where the slave-ship shall have been detained.”

Article 4, referred to above, runs thus:—“No British or Portuguese

cruiser shall detain any slave-ship not having slaves actually on board; and in order to render lawful the detention of any slave-ship, whether British or Portuguese, the slaves found on board such vessel must have been brought there for the express purpose of traffic; and those on board Portuguese ships must have been from that part of the coast of Africa where the slave-trade was prohibited by the Treaty of the 22nd of January, 1815."

Article 5 of the same Additional Convention says, "For the more complete attainment of the prevention of all illicit traffic in slaves, the two High Powers mutually consent that the ships of war of their Royal Navies, which shall be provided with special instructions for this purpose, as hereinafter is provided, may visit such merchant-vessels of the two nations as may be suspected, upon reasonable grounds, of having slaves on board, acquired by an illicit traffic; and in the event only of their finding slaves actually on board may detain and bring away such vessels, in order that they may be brought to trial before the tribunals established for this purpose, as shall hereinafter be specified."

Article 2 of the Treaty signed 22nd of January, 1815, says, "His Britannic Majesty engages with His Royal Highness the Prince Regent of Portugal to give such orders as may effectually prevent any interruption being given to Portuguese ships resorting to the actual dominions of the Crown of Portugal, or to the territories which are claimed as belonging to the Crown of Portugal, to the southward of the Line*, for the purposes of trading in slaves as aforesaid, during such further period as the same may be carried on by the laws of Portugal, and under the Treaties subsisting between the two Crowns."

Surely to men of ordinary discernment these several articles would appear to confer upon vessels of war the right to search and detain any vessel of either nation where there is cause to suspect that slaves have been embarked, not only to the northward of the Line, but from any part of the coast of Africa, such part not being included in the territory of Portugal.

By Article 2, quoted, it is expressly stated that orders will be given to insure the prevention of any interruption being given to Portuguese vessels legally trading to the dominions and territory reserved by Portugal for slaves, as if it were wished most prominently to point out the legal from the illegal trader. The whole tenor of the several articles (excepting Article 4, so tenaciously clung to by the Mixed Commission Court) most forcibly presses upon our notice the right of detention when the slaves have been embarked upon any part of the coast where the traffic has been declared illegal by the Treaty; and Article 1, contained in the same instructions as in Article 4 (the Court favourite), actually shows, without limitation of place, how to proceed with vessels of either nation, when found with slaves on board suspected to have been embarked on a part of the coast prohibited by the Treaty.

That any court should have articles of so contradictory a nature sent for their guidance may well excite surprise, but it is at the same time inexplicable how any men could adopt one in particular, when the whole tenor of expression of the others bore against that particular one. Under such circumstances it would certainly be acting more in the spirit

* From latitude 5° 12' S. to 18° S. Vide Treaty.

of the entire, to declare the Articles so conflicting as to call for explanation, rather than run the risk of doing injustice to the captors or captured, or, what is of infinitely more important consideration, of declaring the legality of some hundred negroes being abandoned to slavery for life, and establishing a precedent that has already operated to carry into slavery thousands and thousands of negroes, and will continue to do so unless the Article be explained, as others have been, or an appeal from such a judgment allowed. The first and dearest principle to an Englishman is liberty of person, so long as laws are not infringed, but by this judgment of the Mixed Court it is clear that the interest of the slave-dealer forms the first consideration, that of the captors the second; but the case of the unfortunate negroes, whose liberty is directly concerned, has never become a question with the Court.

In other cases, where the meaning of the Articles has been obscure, or where, by incaution in the framing, the intended law has been rendered void, a representation has been made, and another Article, explanatory, has been agreed to by the respective Governments: for instance, it was found that many vessels escaped capture by relanding their slaves when a vessel of war appeared, the vessel of war then only being authorized to seize when slaves were found on board; but, upon representation, this law was enlarged, and any vessels that could be proved to have had slaves on board, or to have been engaged in the slave traffic, were equally liable to condemnation as those on board of which slaves were actually found. Again, it was represented that vessels, on board of which only one slave was found, could not be condemned; the Treaty saying, at the time, "slaves." An explanatory Article was immediately arranged and promulgated, correcting the omission, and rendering one slave as sufficient to condemn a vessel as one thousand.

If, then, the Mixed Commission Court could interest itself so much as it did in these instances, and in one of which the liberty of but one slave could be concerned (for those relanded were as much slaves as ever), who can explain their strange haste in deciding upon a sentence fettering thousands in slavery, when the Articles of the Treaty, under which the Court acted, require as much explanation as in any other instance that ever occurred? for, by the existing precedent established by the sentence of the Court, what officer commanding a vessel of war will seize a Portuguese slaver south of the Line, however certainly he knows and can prove that her slaves were embarked from a prohibited port? The Court to which he sends her as directed by Article 1, will liberate her by Article 4, and give damages against the captor in the very teeth of another Article (vide last paragraph of Article 9, Additional Convention, 28th July, 1817).

The Article here referred to distinctly says, "The two High contracting Powers are equally agreed that every Portuguese vessel captured with slaves on board for traffic, which shall be proved to have been embarked within the territories of the coast of Africa north of Cape Palmas, and not belonging to the Crown of Portugal, as well as all Portuguese vessels with slaves on board for traffic, six months after the exchange of the ratification of the Treaty of the 22nd of January, 1815, and on which it can be proved that the aforesaid slaves were embarked in the roadsteads to the north of the equator, shall not be entitled to any indemnification."

Yet, in most determined opposition to this stipulation, the Mixed Commission Court awarded 10,000*l.* damages in the cases of the *Active* and *Perpetuo Defensor*, both of which vessels fell under the said stipulation, the slaves in each being proved to have been shipped to the northward of the equator, as stated by the Reply quoted before.

The schooner *Seredade* was also restored, although she had taken her slaves on board in 1° 20' S. latitude, a part of the coast prohibited by the Treaty, and restored with damages.

Now, in these three cases, each vessel had acted in opposition to the laws. One had broken the Royal passport, and shipped her slaves to the northward of the Line; the second, a Brazilian, had shipped her slaves to the northward of the Line only; the third had shipped her slaves on a part of the coast prohibited by the laws; yet, in spite of all this, the Mixed Commission Court restore all three, granting heavy damages against the captors! and this grant of damages actually itself in opposition to the law! The Mixed Commission Court may indeed rejoice in there being no appeal from its judgments.

The Reply goes on to state, "In the Portuguese Convention, Article 5, it is stated that the vessel must be furnished with a Royal passport; and in Article 6 that she must be commanded by a Portuguese, and that two-thirds of her crew must be Portuguese: yet it has been established that, should she infringe both the above Articles, a man-of-war has no right to detain her. The *Maria da Gloria* was sent in for not having a Royal passport, and for acting contrary to her clearance and licence prohibiting her from taking slaves: she was liberated by the Court, although no damages were given, as she could not claim indemnification for loss of slaves, having no Royal passport."

"This vessel shipped her slaves at St. Paul de Loando, but had it been proved that they had been shipped to the northward of the Line, the decision of the Court would have been the same."

Now, contrasting the case of the *Active* with that of the *Maria da Gloria*, we find that the first vessel, which has infringed the law in two instances, namely, first, in shipping slaves to the northward of the Line, and, secondly, in breaking her Royal passport, is more entitled to indemnification than another vessel that only breaks one law, namely, shipping slaves without a passport. Such is the reasoning of the Mixed Commission Court. But we find also that, whether they break the laws or not, they would be restored by the said Court! In the Reply it is stated that "it has been established," &c. By whom has it been established? By a Court appearing to throw all the regulations given for its guidance to the ground, excepting that particular one (Article 4) which operates so much in favour of negro slavery and all those connected with that traffic.

Is it not reasonable to demand, why are those parties—absolutely, in the cases quoted in the Reply, proved to have grossly and intentionally infringed the laws—to receive the benefit of one Article of the Treaty, while the detaining parties, who have not intentionally infringed any law, doubtfully any, receive not only no benefit, but literally no consideration, in consequence of the obscurity of the wording of the Articles as applying to each other? The Court will, only, it seems, interpret Article 4, and that in favour of the most revolting act of man, namely, enslaving his fellow-creatures!

Supposing, however, that the Treaty intended (for it nowhere expresses such intention) that vessels detected in the infringement of the laws laid down by this Treaty—such laws applying only to the manner in which slaves may be legally carried—should be answerable only to a Portuguese tribunal; how then can the conduct of those who filled the offices of Commissary Judge and Judge of Arbitration on the part of Portugal be accounted for? These authorities, sitting in all the dignity of judges, instead of denouncing the offenders, and bringing them to trial before a Portuguese tribunal for acknowledged infringements of the law,—having infringed it by ~~breaching~~ a Royal passport, by taking slaves in from a prohibited part of the coast, and by taking slaves in without having a Royal passport authorizing slaves to be taken,—these offenders, instead of being denounced, are by these judges not only liberated, but actually placed in a better situation, by enormous damages being awarded, than they were when captured.

There is something here so extraordinary, that, for the sake of their own characters—that in order to prove they were under no bias in favour of the slave-carrier or trader—it becomes absolutely necessary that these Portuguese judges should explain. It cannot be admitted that, because the slave-carrier was, by the judgment of the court, illegally detained upon one count, he was secure from detention upon another, where he was clearly proved culpable; if so, because a man is brought up on a charge of stealing, but acquitted, he is secure from detention though a clear proof of murder have been established against him during the trial.

In another part of the Reply there is this remarkable admission on the part of the Mixed Commission Court; it is in answer to a query as to how many of the crew of a detained slave-ship it is necessary should be sent before the Court in such detained slave-ship:—the reply is, “It is quite sufficient that three of the crew be sent in the prize; they should be the captain, boatswain or supercargo, and cook.” Now, by Article 3 of the New Spanish Treaty (to which this answer applies), it is distinctly stated that “the Commander of any ship of the Royal Navy, duly authorized as aforesaid, who may detain any merchant-vessel in pursuance of the tenor of the present Instructions, shall leave on board the vessel so detained the master, the mate or boatswain, and two or three at least of the crew.” In the face of this, how can the Court declare that three persons will be sufficient? and how can the Court declare the “boatswain or supercargo” to be the proper persons sent up, when the Article distinctly says “the mate or boatswain?” and what view the Court may have in declaring the presence of the “cook” to be important no one can say, since the Article never mentions that distinguished functionary.

It is merely by this meant to show that in some cases this Court can permit themselves to “establish” a rule against the laws laid down by the Treaty, when it does not injure the case of the captured party, while in others they shrink from the slightest alteration, where such alteration would injure the case of the captured, nor even venture to think any explanation necessary, though it be in opposition to other Articles; for instance, as before shown, Article 4 declares that no Portuguese vessel shall be detained south of the Line; Articles 1, 5, and 6 give power to detain: here Article 4 is most scrupulously adhered to, even when

vessels have been proved to be under illegal conduct, and even though the said Article is rendered doubtful in its meaning by the opposition it receives from others in the same Treaty, and even though it advance the traffic in slaves (to which trade it is conceded that the Court is averse); but in Article 3; Spanish Treaty, directing who shall be sent up in the detained vessel on the part of the captured party, the Court can make such alteration as they deem fit, and will probably say hereafter, "it has been established," &c.

It is the more extraordinary that any alteration of an Article relating to the number of persons, and the quantities on board the detained ship, should have been declared admissible by the Mixed Commission Court (for no other authority justifies it), when, but a very short time previously, a strong representation to the authorities in England was made by the Court, relatively to a naval officer alleged to have erred in sending up fewer persons than required by the Instructions supplied to those employed in the suppression of the slave-trade; but now, without one vestige of authority for the course, the Commissary Judge of that very Court declares that the Instructions upon the same point may be neglected! But from the decisions of this Court there is no appeal.

Another curious case has very recently distinguished this Mixed Commission Court: a small Spanish schooner was captured in February or January, 1836, with slaves on board, and sent for adjudication to Sierra Leone, by H. M. S. Pylades, after having left that place to cruise upon the coast. Just at this time the New Spanish Treaty had also been brought out by the same ship. On the arrival of the prize schooner the Court demanded under which Treaty she had been captured, and said, "if under the Old Spanish Treaty, her trial can come on; but if under the New, at this moment it cannot, as the Court is now waiting for instructions relatively to it." It was not known by any person whatever under which Treaty the said schooner had been captured; consequently the Court declined taking any cognizance of her whatever, and but for the humane interference of the Governor, the slaves must have remained on board in precisely the same crowded state in which the Spaniards had packed them for a passage to the island of Cuba. The Governor, however, took the responsibility upon himself of ordering them to be landed and taken charge of by the Liberated African Department, notwithstanding the refusal of the Court to proceed to trial.

Now this case was perfectly clear; no one intended to defend it; but the Court, merely because they did not know under which Treaty the vessel was captured, refused to act.

In the first instance, the Court had either no business to inquire anything about the Treaty under which the vessel was captured, or it has been otherwise most unpardonably culpable in not inquiring by what right any vessel of war upon the station has ever captured a slaver; for the authority for seizing slave-ships given to the officers commanding H. M. ships now upon the African station has neither been seen nor inquired for by the Court. If then this Court is authorized to proceed to the trial of vessels sent for adjudication by H. M. ships, without having ever seen or inquired for the authority by which such ships detained the said vessels, how does it refuse to extend the same practice to any other vessel of war sent to the same station?

Such has been the trifling, inconsistent, and, but for the interference of

the Governor, Major Campbell, cruel steps taken by the Mixed Commission Court, in a case of infinite consequence, as it affected the negroes, who were crowded in the usual manner on board a small schooner, the vessel being about sixty-five tons, and having 280 slaves on board; that Court could coldly look on at the miserable state of these poor creatures, insisting upon a form which in no instance, as it regards a vessel of war from England appointed to the African station, had ever been before considered necessary. But for the humane feelings of Governor Campbell these 280 slaves would have remained cooped up in a small vessel, until either ~~some one~~ arrived who could swear that the old treaty with Spain was or was not on board the *Pylades*, or until removed on shore by the orders of one who feared not responsibility, when by the dictates of humanity he was called upon to assume it.

It remains for the Court now to show upon what grounds they formerly proceeded with slave-vessels sent in by cruisers, whose authority to seize had never been placed before the Court, or any inquiry made about it, and also why in the case mentioned the Court deems it necessary to know upon what authority a vessel of war has seized a slave-ship.

This Mixed Commission Court has no right whatever to know any thing about any authority of any kind being on board a vessel of war. No officer commanding one is called upon in any manner to communicate any knowledge of his authority to the Court. He is only obliged to conform to the laws regulating the forms by which a slave ship is to be presented for trial; and so long as he does this, the Mixed Commission Court has no right to demand anything farther, but is bound to proceed.

But as if the Mixed Commission Court were determined to make a perfect title to the absence of consistency in their proceedings, it may be as well to show another instance, and which occurred within two or three weeks of the same period.

A vessel of war sent up a Spanish slave-ship, when the same circumstances conspired to puzzle the Court, having her slaves on board for adjudication; the Court instantly proceeded to the trial of this vessel, and actually condemned her. She was sold before the prize of the *Pylades* had even been taken into Court.

Now, the authority by which this latter vessel was seized by the ship of war had never been seen or inquired for by the Mixed Commission Court. This vessel of war had sent other slavers previously for adjudication, and always conformed to the rules laid down for presenting them before the Court, and upon this the Court had always proceeded.

The new treaty with Spain had been, *to the knowledge of the Court*, distributed to the ships of war (because seventeen or eighteen Spanish vessels were at this time lying at Sierra Leone and actually received into Court, awaiting instructions from home relating to the new treaty). Therefore how could the Court with any consistency proceed with the trial of this slave-ship upon the old treaty, when, for anything the Court knew, she might have been detained upon the new treaty, and at the same time refuse to proceed to the trial of a slave-vessel sent up by another vessel of war, because they did not know upon which treaty she was detained?

The fact is, as before observed, the Court is going beyond its limits when it requires to know under what treaty a vessel is detained; if the

forms presented to the Court with the detained vessel by the captors are in conformity to the law, the Court has nothing farther to do than proceed to trial. If the forms ordered in the old treaty differ from those ordered in the new treaty, then the Court would know by the difference which treaty the slave-ship was detained under; but as the Court did not know under which treaty the *Pylades* had seized the slave-ship already mentioned, it must be presumed that the forms are the same; and consequently this slave-ship ought to have been brought to trial as soon as by law established she could be after being presented to the Court, which time is one week.

In one of the two cases the Court was clearly wrong; for in neither case could it declare positively under which treaty either slave-ship had been detained; and if it was necessary to ask in one case which treaty had been used, it may be presumed it was equally so in the other, before proceeding to trial.

It is remarkable that, in selecting the highest authorities of the Mixed Commission Court, there has been hardly an instance of any having practised at the bar. The late Commissary Judge, a man universally esteemed, had not been so prepared, but selected from the circumstance of being a resident at Sierra Leone at the time, and capable of living where others could not.

The present Commissary Judge, certainly most highly educated, has, it is understood, been uniformly engaged in mercantile pursuits; and the present Judge of Arbitration was never connected with the profession of the law, though he has, with great credit to himself, gone through the several grades in the Mixed Commission Court, until he has reached the elevated seat he now fills.

We have thus endeavoured to show—

1st. That the treaties with Spain and Portugal in their present form never can cause the least diminution of the slave-trade while the demand for slaves exists.

2ndly. That under the construction by the Mixed Commission Court of the articles contained in the Portuguese treaty, it is utterly impossible for the officers of the Navy employed in the ships of war on this station to do their duty.

3rdly. That under the sentences of the Mixed Commission Court, awarding damages in three instances, that Court has acted in opposition to the laws laid down for its guidance; and that in refusing to take under trial the slave-ship sent for adjudication by *H.M.S. Pylades*, in January or February last, that Court altogether neglected its duties, and wandered infinitely beyond its authority.

It may, however, be right to state, that the precedents established in the cases of the "Active," "Perpetuo Defensor," and "Seredade," although quoted in reply to the queries, were so established previously to the appointment of the Commissary Judge, who merely gives them as decisions of the Court over which he presides, on the part of England, without adopting or rejecting them himself.

NARRATIVE OF CAPTAIN JAMES CLARK ROSS'S VOYAGE, IN H.M.S.
COVE, IN SEARCH OF THE MISSING WHALERS, IN 1836.

Our readers may remember the painful anxiety and deep feelings of sympathy which were manifested about this time last year, for the fate and sufferings of the crews of eleven of the ships engaged in the whaling at Davis' Straits, whose protracted absence caused fearful apprehensions for their safety, and were eventually (though late) the occasion of a general subscription throughout the country, to defray the expense of an expedition equipped with the hope of rescuing some at least of the sufferers from their dreadful situation. We have made it our business to inform ourselves of many of the circumstances; of the origin, equipment, and result of that voyage; collected chiefly from the officers who were engaged in that perilous enterprise; and we are the more desirous now to communicate such facts to the public from our feelings of sympathy and interest being again awakened by a similar but somewhat more limited calamity, occasioned by the extreme severity of the last autumn and present winter, six of the whaling fleet of last summer being still absent.

The eleven missing vessels were, the William Torr of Hull; Jade of Hull; Viewforth of Kirkcaldy; Middleton of Aberdeen,—supposed to be frozen in the land ice of the West Coast of Baffin's Bay, in about latitude 67° N.; and the Duncombe of Hull; Abram of Hull; Harmony of Hull; Dordon of Hull; Norfolk of Berwick; Grenville Bay, Newcastle; Lady Jane, Newcastle.

The latter seven were last seen together beset in the main pack, at the distance of from seven to thirty miles within its margin, and drifting down with it to the southward.

The crews of these vessels amounted to upwards of 600 men, and the value of the vessels was estimated at no less than 59,000*l.*, independent of the value of the oil that might be on board of them. It was therefore evident that if humanity failed to establish her power over the hearts of our rulers, the, to some minds, more forcible appeal to pecuniary interest might fairly be called to aid her endeavours.

The merchants and shipowners of Hull, who were most deeply interested in the recovery of these vessels, and whose humanity and generosity of feeling have on many occasions manifested themselves, took the lead, by petitioning the Lords of the Admiralty to send an expedition without delay to the relief of the sufferers. To this first application, their lordships refused to attend, from a well-founded apprehension of the very serious difficulty, amounting almost to impossibility, of a ship crossing the Western Ocean against the strong prevailing westerly gales at so late a period of the season, and also from a reluctance to order officers to embark in a service of so much severity and danger.

But the voice of the nation was raised, petitions poured in from all parts of the kingdom, and Captain James Clark Ross, R.N., whose experience gained during six successive voyages of discovery to the arctic regions well fitted him for the service, having expressed his belief that it was possible to afford relief, and having volunteered to take the command of any expedition the Admiralty might be pleased to send, was

dispatched to Hull about the middle of December, for the purpose of obtaining further information respecting the position and resources of the absent ships, and of communicating with the Committee of Merchants and Shipowners, in whom the first petition originated.

Captain Ross's arrival at Hull was greeted with the warmest demonstrations of joy and gratitude. Public meetings were immediately called, in which the most proper mode of proceeding was discussed, and much information elicited. The Hull merchants, with the liberality for which they are eminently distinguished, offered to hire and equip any vessel belonging to the port which the Captain should consider best adapted to the service, on condition that the Admiralty should put on board the necessary provisions and stores, and place her under naval discipline, so conducive to the maintenance of order, and so essential to the success of enterprises of so desperate a character.

After a careful examination of the ships in the harbour, the *Cove*, of 260 tons, belonging to Messrs. Spivey and Cooper, was selected, and Captain Ross hoisted his pennant on board of her on the 21st of December.

The utmost exertions were now made to prepare the ship for the service. Shipwrights, caulkers, and artificers of all kinds, were kept working day and night (by torch-light); and when we reflect that of the two or three hundred men that were constantly working at the ship, most of them had a brother, a father, or a son on board the absent vessels, it is not to be wondered at, the zeal and enthusiasm which were displayed; and the managing committee allowed neither trouble nor expense to impede the anxious and benevolent work.

Nor was the Admiralty less prompt in the performance of their part of the undertaking. Provisions, stores, and clothing, were shipped off in steamers from Deptford and Woolwich dock-yards, to the *Cove*, at Hull; and thus, by dint of almost unparalleled exertion, that ship was fortified, rigged, officered, manned, provisioned, and at sea in a fortnight after the pennant was flying at her mast-head.

We were anxious to get her away; and now that she is fairly off, attended by the prayers and blessings of the thousands that witnessed her departure, let us pause a while to give a brief sketch of the proposed mode of operations.

During the interval of time occupied in equipping the *Cove*, two of the absent ships, the *Harmony* and *Duncombe* of Hull, arrived in England. The information derived from the masters of those vessels confirmed the accounts previously received, viz., that four of the ships, namely, the *William Torr*, *Jane*, *Viewforth*, and *Middleton*, were frozen in the land ice of the West Coast, and that the other four which had been in company with these two vessels were still beset in the pack, and drifting with it to the southward. The eleventh vessel, the *Dordon*, had been wrecked, and her crew received on board the other ships.

Very sanguine hopes were entertained that the four vessels in the pack would eventually be released, and might shortly be expected to arrive; but it was not improbable also that they might be detained in the pack until all their provision, which must by that time have become very short, was expended, and the scurvy, which had already seriously affected the crew of the *Duncombe*, might be expected to begin its fatal ravages. Under these circumstances it was proposed that the *Cove* should pro-

ceed with the least possible delay to the edge of the pack, to be in readiness to afford an immediate supply of provisions, medicine, and clothing, to any vessel that might be driven out; as also to receive on board any of the people that might survive in case of the wreck of either of the ships, and be still awaiting assistance at the edge of the ice. Another part of the intended service of the Cove was to communicate with the Danish settlements on the West Coast of Greenland, whither it was supposed, that the crew of any of the ships that might have abandoned their vessel would endeavour to reach in their boats or across the ice.

In the meantime the Admiralty engaged to fortify ~~two~~ bomb-vessels, the Erebus and Terror, with the greatest possible dispatch; and these were to be sent out to Captain Ross, to enable him to cross the main body of the middle ice, and thus effectually to relieve the crews of the four ships reported to be frozen in the land ice, and which it was considered could not possibly escape until the end of July or beginning of August, long before which time, if assistance did not reach them, nearly all must have perished from starvation.

The energy and activity with which the equipment of the Terror and Erebus was commenced deserve our warmest praise; and it would be more gratifying if we could continue it to the end; but no sooner had the Cove sailed than the operations on these vessels began to move more slowly; the impelling power appeared to be removed, and first the Erebus, and eventually the Terror, was ordered to stop proceedings, and the Cove left alone to accomplish all that was contemplated.

It is but fair, however, to state, that before it was finally determined that no other vessel should be sent, all the ships, save two (the William Torr and Lady Jane), had returned to England, and the information derived from Mr. Tatler, master of the Jane, was such as to induce the Admiralty to believe that the William Torr was not frozen in the land ice, as was before imagined, but was drifting down with the pack, and that therefore there was no necessity for any attempt to be made to cross to the west land, as the three other ships' crews that were supposed to be frozen up there had now returned to England.

So far, therefore, as they were concerned, we think the Admiralty were quite right in the view they took of the case; but when we reflect that the Cove, proceeding to the edge of the ice, in midwinter, alone, exposed her at that extremely severe season of the year to far greater danger than even the ships that were in the pack could be exposed to, we do not think that the Admiralty were justified in abandoning that ship to her fate, but that another vessel should have been immediately sent to join her in her hazardous search along the pack edge for the still absent ships, or if any accident had happened to the Cove, to have afforded her crew that assistance, which in their efforts to save others, a calamity (by no means improbable) might have occasioned them to require. In addition to the severity of the climate, we cannot forget that almost continued darkness reigns in those regions, and the necessity of the vessel keeping constantly near a dangerous pack edge, sailing in darkness amongst the numerous icebergs that are drifting about, we cannot but consider that the Admiralty ought not to have wavered from their first humane and generous determination, if it were only for the sake of those who had ventured upon this almost "forlorn hope" of benevolence and mercy.

But to our narrative. The Cove sailed from Hull on the 5th of January, 1836. On the morning of the 9th we arrived off the Pentland Frith. From a fishing-boat that came alongside we were told of the arrival of the Norfolk, one of the missing ships, on the 2nd inst., at Stromness. The wind and tide being against us, we stood in and anchored in Long Hope Harbour, when Lieutenant Inman was immediately despatched to Stromness to ascertain the truth of the statement, and to obtain the latest information respecting the other ships.

Soon after our arrival a gale came on from the S.W., so that we were fortunate to escape its fury in so good a harbour. It abated considerably on the following day, and the wind having changed during the night to the N.E., we weighed on the morning of the 11th, and passing through Hoy Sound, got fairly into the Atlantic ocean before night.

On the 14th, when in latitude 61° N. and longitude 6° W., we were surprised to see two very large icebergs. A sight so novel within 200 miles of our own shores excited much interest amongst us, whilst at the same time we could not but feel that it was likely to be the occasion of the loss of many ships that might run against them during the night, or in thick weather, as such a circumstance as ice so near to England had never before been known. One of these masses could not have been less than seventy feet high, and more than a mile in diameter; the other was higher, but much less extensive*.

The weather now experienced can scarcely be conceived but by those who had to encounter it. The rapid succession of violent westerly gales opposed such obstacles to our advance, as to require the most unflinching perseverance and activity in the officers and crew to contend against them. Gale rose after gale in quick succession, and each seemed to increase in fury and duration; but by carefully availing ourselves of every change in the direction of the wind, and spreading all the canvass the ship would bear as the gales abated, we made considerable progress, and by the 24th instant we had gained the meridian of Iceland in latitude $59\frac{1}{2}^{\circ}$ N. In the evening of that day a violent storm arose, and continued throughout the whole of the five following days. About noon of the 29th it appeared to have gained its height. The sea rose in most tremendous waves, whilst the overpowering impulse with which they advanced towards us threatened every instant to overwhelm our little bark. The oldest sailor on board could not but behold with awe the mountain-waves, which had acquired a force and magnitude far beyond what any of them had before witnessed, owing to the long continuance of the storm from the same quarter.

But our ship rode most beautifully, the wonder and admiration of all on board, until about five p. m., when a tremendous sea struck her on the starboard bow, carrying away the bowsprit, gammoring, and head-knees, bulwarks, &c., besides doing other material damage. Those who were below flew instantly to the deck, supposing, from the violence of the shock, that the ship had struck against an iceberg or on a rock,

* It would be interesting to know what became of these masses: they would no doubt take a great length of time to dissolve, and would most probably ground upon some of the fishing-banks which lie off the Orkney or Shetland Islands. Why did not some of our owners of yachts go and examine them? Such a circumstance may never recur again as icebergs at our very doors.

whilst the general consternation was increased by a cry that the "ship's bows were stove in, and that she was going down."

The panic was but momentary: the calm stern voice of the Captain, giving his orders with that coolness which the occasion required, recalled all to a sense of their situation and a consciousness of their weakness. One of the Lieutenants was despatched to ascertain the true state of the case, whilst, accompanied by the First Lieutenant, the Captain went forward to ascertain the extent of damage done, and the best means of proceeding. Most providentially, before the gale came on he had ordered the fore-runnies and tackles to be set up as an additional security; and thus the fore-mast, and probably all the other masts, were saved; but failing in the support, from the bowsprit having gone, it still tottered, and threatening, every plunge the ship gave, to go over the side, it was necessary to get the ship before the sea in order to get it properly secured, and the wreck and rigging of the bowsprit saved. But this was an evolution of the greatest difficulty, and pregnant with the greatest danger. The Captain and Master, in the main rigging, anxiously watched the most suitable time, and every heart throbbed with anxiety when, after the Captain had given the order to "put the helm a-weather," and the goosewings of the foresail were loosed, the main staysail set, and the mizen trysail hauled down, the ship gradually began to pay off. She again stopped as she got broadside to the sea. This was the moment of greatest danger, and it was but of a moment's duration. All was ready to cut away the mizen-mast had it been necessary, but the ship gathering some headway, she again obeyed the impulse of the helm just at the moment when a tremendous wave was seen approaching, which, had it struck her on the broadside, must have completely annihilated the vessel. Before it could reach us the wind had got abaft the beam, the close-reefed main-topsail was let fall and sheeted home, and the reefed foresail set. Away she bounded before the wind and waves, in comparative ease and safety, not without having shipped a part of the sea that had threatened our destruction. The damage sustained about the bows proved to be much less than was at first apprehended. One iron knee was found to be broken, two beams and fastening knees in the forehold were loosened, covering-board split, and the deck-ends and several trenails started.

All hands were immediately set to work to secure the foremast, and endeavour to save all the rigging and spars that were in danger from the loss of the bowsprit; and these exertions were continued until the crew, worn out with fatigue, had effectually secured all, as well as the darkness of the night would permit.

A disaster of this nature could not fail to damp the spirits of all on board. To repair the damage at sea was impossible, and we had no spar on board fit to replace the bowsprit, even had it been possible to have repaired the bows of the ship. To return to England was inevitably necessary; and the gale, continuing with unabated fury, carried us rapidly back over that distance which we had toiled so hard to obtain, and which we now repassed with feelings of the deepest regret for the circumstance that occasioned it. It was useless to repine, and as the necessity of doing so became but too manifest, all sail that the ship could carry was pressed upon her, as she bounded along, so that as little time might be lost as possible in resuming our original object.

On the 30th the gale abated, and the officers and crew were employed in securing the masts, and preparing a jury bowsprit, which was put in its place and rigged on the afternoon of the 1st of February.

On the 3rd the island of St. Kilda was seen, and on the morning of the 5th we anchored in the harbour of Stromness.

All the shipwrights that could be found were immediately set to work to repair our damage, and certainly they did work with the most unremitting energy; but it is proper to mention that, from a mistaken religious feeling, they refused to work on the Sabbath day, nor could the Captain's entreaties at all shake their determination. He pointed out to them that possibly the lives of hundreds of their fellow-creatures—nay, that of even some of their dearest friends and relations—might depend on the expedition with which the Cove was relitted: but all in vain. To their shame be it said, the whole of Sunday was passed by them in idleness, whilst their fellow Christians were starving.

By the following Saturday all was completed, and the ship again ready to proceed to sea as soon as the wind and weather permitted. At eleven p. m. the Jane, of Hull, one of the four ships that were reported to be frozen in the land ice of the west coast, arrived and anchored in the roads. Our boats, with fresh meat and other provisions, were immediately sent to her by Captain Ross, with the offer of every assistance that could be afforded. Mr. Tather, the Master, came on board in the morning, and informed us that the Middleton was wrecked, and that the crew had all been saved. A part were with him on board the Jane, the other half on board the Viewforth:

In the afternoon the Viewforth arrived, and anchored in the harbour alongside of us. The scene of misery that presented itself on going on board that vessel is quite beyond all description. Her crew originally consisted of upwards of fifty men and twenty-seven of the Middleton's, amounting in all to eighty-four souls. Of these fourteen had died of scurvy and from the severity of the cold. Many were lying in the last stage of that disease, several never having moved from their beds for three or four months, a mass of living putridity, their beds rotting beneath, and their accumulated filth around them. The stench was perfectly insupportable, and the whole scene the most appalling and overpowering. Only seven of all on board were able to do duty; and but a few days more at sea, and probably not one on board would have survived. The horrible appearance of the crew so alarmed the inhabitants, that none would receive them into their houses; and had not Captain Ross taken the responsibility upon himself of hiring a large empty house, and fitting it up as a temporary hospital for their reception, it is quite certain they would have been left to die in their misery.

Although it was near three in the afternoon when the ship arrived, yet such was the promptitude of Mr. Hamilton, to whose care Captain Ross confided the fitting up of the hospital on shore, and of the medical officers of the Cove, who had the charge of landing the sick, that before ten that night all those most in need of immediate attention were comfortably lodged in the hospital, and supplied with every comfort from the stores of the Cove; and thus the calamity which had occasioned us so much uneasiness was eventually the means of preserving many valuable lives.

An event now occurred of a most unexpected character, which might

have proved fatal to the further proceedings of the expedition. The deplorable condition in which the crew of the Viewforth arrived here, together with the extremely severe and trying weather experienced during our late trip, combined with a report which had been industriously circulated that "the ship was no longer seaworthy," had such an effect on the minds of the crew that nearly all of them declared their unwillingness to proceed until the season was more advanced.

Immediately this circumstance was communicated to the Captain he assembled the crew on the quarter-deck, and mildly but firmly expostulated with them on the idleness of their apprehensions, and the disgrace that must inevitably result to all of their characters if they were to abandon their fellow-creatures to their awful fate, of which the miserable condition that the crew of the Viewforth had arrived in was a shocking example, and called from them the greater energy and activity. The merchant-sailor is a far more reflecting animal than the man-of-war's man, and this appeal to their judgments as sailors and their feelings as men had a far more beneficial effect than threatening them with the power which the wise policy of the Government had placed in his hands.

Having desired them to examine for themselves the injured part of the ship, and read the master shipbuilder's report, in which it was stated that the vessel was as fit for the service as she was before the disaster; the crew expressed their implicit confidence and satisfaction, which was on the following morning put to the test, by the hands being turned up to weigh anchor. Never was more zeal, activity, and cheerfulness manifested by the crew of the Cove, than upon this occasion, although, from the very light air of wind that was blowing, it was evident to all that it would be almost impossible to get a sufficient offing before the flood tide made, and which here, running in whirlpools at the rate of seven and eight miles an hour, would inevitably carry the ship back again through some one of the numerous and intricate channels which render the navigation amongst these islands so dangerous, except to those well accustomed to it. After vainly struggling until four P.M. against the light breeze, which had veered round directly against us, and the flood tide making before we had got more than ten miles from the land, we bore up and anchored in the roadstead at the back of the Holmes Island, off Stromness.

The tempestuous weather that had detained us here so long after our repairs had been completed, had also prevented the mails from crossing the Pentland Frith, and therefore no letters had been received by us until we returned this evening to the anchorage; but it was evident the next morning that orders had been received to delay our departure, as we might possibly have got to sea with a north-west wind, and the attempt was not made.

A continuance of strong westerly winds, which commenced the next day, left us nothing to regret on that account, for it was evident that, had we got to sea that day, we should have been compelled again to return; nevertheless, the delay was painful and vexatious in the extreme. On the 20th the wind fell light and variable, and so anxious were all for the letters, which we well knew could cross the Frith that day, that Lieutenants Inman and Ommaney were despatched at midnight, on horseback, across the country to meet the mail, which here travels so extremely slow that our officers returned with the letters the next morning

(24th), several hours before they could otherwise have reached us: and the wind being favourable we immediately weighed and stood out to sea. We had the satisfaction to hear that the Abram of Hull, another whaler, had arrived safe, so that the Lady Jane of Newcastle, and the William Torr of Hull, were the only two vessels now missing.

We were favoured with fair weather and moderate wind until the 4th of March, at which time we had again reached the 30° west longitude; but here our difficulties again commenced. The wind changed to the west, and continued to blow violently, with but little intermission, for the following twenty-three days, so that at the end of that time, although every possible exertion had been made, and a heavy press of canvass carried whenever it was practicable to do so, we had only advanced about 100 miles in the desired direction.

During the whole of our passage we every night fired rockets and blue lights, to show our position to either of the ships that might be passing near us on their way home; and by day the most vigilant look-out was kept from the mast heads.

The violent gales the ship had to contend against, with the deck and rigging, even to the topmast head, loaded with snow and ice—the constant heavy rolling and plunging of the vessel, and the severe shocks she continually sustained as the waves passed over her—frequently overpressed with canvass, from the extreme desire we all felt to get onward—rendered the continued and unwearied attention and activity of the officers and crew necessary to replace the deadeyes and lanyards of the lower rigging, some of which almost every day gave way; as well as less material parts of the gear. And these continued exertions, in cold and wet, began to be severely felt. Added to this, the upper deck leaked so much, from the constant rocking of the ship opening the seams, that part of every sea that passed over her found its way into the hammocks of the crew; but all was borne with cheerfulness, and certainly the conduct of the crew was far beyond all praise. The judicious and well-timed forbearance exercised by the officers, and the gradual manner, with which the naval mode of discipline had been introduced, was now producing the most beneficial effects—the turbulent and unruly spirit which characterize the Greenland sailor, had subsided into an orderly, obedient, and respectful character; and all seemed to vie with each other in obtaining the approbation of their Captain and officers, and in every way manifesting the greatest zeal and earnestness for the good of the cause in which they had embarked.

After encountering a severity of weather which it has perhaps never been the fate of any ship to have before experienced, the Cove arrived at the edge of the ice at eleven A.M., on the 7th April, in about latitude 51° N., and longitude 54° W., being very near the spot where the "Abram," of whose arrival in England we heard the day of our departure, had escaped from the pack; and hereabouts it was to have been expected, that, had the other two vessels drifted down in a similar manner, we might hope to fall in with them.

[To be continued.]

TRAITS OF THE TRANSPORT SERVICE IN WAR AND PEACE.

It is a trite saying, that "war is an expensive amusement;" but like other amusements, after it is over, people feel very little pleasure in calculating what it cost them: however, with reference to the future, as well as to the present time, it may be as well, with a view to the correction of the evil, and in furtherance of the recent observations in this Journal, to show up one or two of the most prominent causes of the enormous use, or waste of money, in the late wars; and foremost among them I must place the Transport Service—a subject which has till lately undergone very little discussion, and has in a great measure escaped the lynx eyes of the modern economist, although of all the branches of public service none has been more subject to the grossest abuses, or given a greater latitude to the wholesale system of jobbing. Every interest was used to get ships into the service; and several members of Parliament became shipowners—with evident good reason, as I shall endeavour to show. Everything that could float, seaworthy or not, was made into a transport; and the fact is notorious, that several ships were engaged as such previous to being launched, and the country paid their hire before they were off the stocks.

That it must have been a thriving trade, is easy of proof. A person, we will suppose, gives 6000*l.* for a ship of 500 tons. I put that sum as a fair price; some ships quite new might have cost more, but others that had been two or three voyages, or from failure of speculation, would be less. The owner of this ship had interest to get her permanently into the Transport Service. The very first year clears his outlay, with the deduction of wages, and victualling, and the trifling wear and tear. The hire of ships of that class, in war, was 20*s.* a ton per month—500*l.* a-month—6000*l.* a-year; so that, after nearly recovering his outlay in the first year, this ship would bring him in 5000*l.* a-year—allowing the 1000*l.* for contingencies above mentioned. The wear and tear were often very trifling; some of the ships lay in the Tagus eighteen months, or two years, and had not even their sails bent.

This being the expense of a single ship, it is easy to calculate it on the hundreds employed; and had I not been aware of all this jobbing connected with the business, I should have been at a loss to guess why ships-of-war were not oftener employed. The ostensible argument was the jealousy and differences about command that arose when troops were embarked on board ships-of-war; but that has been all done away with, by the improved state of feeling between the two services, since they have become better acquainted. In the early part of the Revolutionary War, there was no field to show what our troops could do, nor, as I have previously endeavoured to show, was there any effective Army. It could hardly be wondered that, the whole burden of the war falling upon the Navy, who had daily and hourly opportunities of distinguishing themselves, they should look with a prejudiced eye on soldiers, who were doing nothing; and a feeling of soreness and dislike was engendered, which is now merely a matter of history.

I can very well recollect the time, when in passing the ships-of-war at Spithead, any person or persons in red coats were sure to be saluted with the title of "bloody back," "pipe-clay lobster" and all the slang

of the main-deck. I can also remember, at the end of the century, when some of the ships that were taken at the Texel were employed to carry troops to the Mediterranean; a number of old officers, who had laid on the shelf for some years, were brought forward to command them; these persons, imbued probably with old prejudices, and supposing that the ships were to be men-of-war in every sense, although only armed *en flûte*, rode the high horse in every way, to the great annoyance of their passengers, who could not be possibly aware of having infringed any rules, until they were called on to make atonement for the supposed breach.

I was on board one of these ships. Our Captain, who had been long in retirement, had originally been from before the mast, and could not, or would not, imagine why every person that should chance to sail on board a ship-of-war should not know (as it were instinctively) all the rules and regulations. We had embarked mostly young officers; and the whole regiment composed of drafts from the Militia: their total ignorance of all maritime affairs led to some ridiculous mistakes, and to one or two rather cruel proofs of the Captain's power. If any officer came upon the quarter-deck, and forgot to take off or touch his hat, he was instantly brought up by the officer on watch. An unfortunate Ensign from the "North York" ventured to sit down on one of the guns—he was immediately ordered to leave the quarter-deck. It happened to myself, that without thinking the least about infringing rules, I leaned with *my elbow only* against the hammock nettings, when the Captain's steward was forwarded to me, carrying a chair, with a wish to know if I meant to repose.

When we got into Port Mahon, in Minorca, several of the soldiers asked the officers of their companies leave to go overboard to bathe; these officers very properly appealed to the commanding-officer of the regiment, who was on board, who gave the leave required, without applying himself to the Captain, never for a moment thinking it was requisite. Consequently, about forty or fifty of the men leaped overboard, and were enjoying the luxury of a fine bathe after their voyage, when Captain L—r— came on deck. On seeing what was going on, his rage appeared boundless: he called out, in the most imperious tone, for the men to come on board directly. These militia extracts, who had never seen a sailor before this voyage, could not imagine what authority there could be, and therefore did not obey it directly. Our Captain flew into his cabin, sallied forth with a cocked pistol in each hand, as if he had been going to board a pirate, and threatened to shoot the first recusant to his orders. At the first calling out to the men, there was only one military officer present, the officer of the watch, a young man who did not know how to act, and indeed he was never asked anything about it; but on the occasion of the pistol sortie, two other officers had come upon deck, who immediately on seeing the nature of the case, called on the men to come on board. The most knowing of the fellows, suspecting that there must be something more serious in the business than they had suspected, swam round the bow of the ship, got on board by the lower-deck ports, and directly stowed themselves away: the more innocent, or rather more ignorant, came on board by a ladder lowered under the starboard-gangway; these poor fellows were taken possession of immediately, and "seized up" to gratings already prepared, and

although the commanding-officer of the regiment, who had given these men leave to bathe, interceded in their favour, it was of no avail,—they each received a dozen lashes, because their commanding-officer was unacquainted with the etiquette on board ship. When this unjust punishment was about to be inflicted, all the military officers left the deck.

This case was not singular: several unpleasant collisions took place in other ships: the Captain of one of them thinking it prudent to remain on board all the time the fleet lay at Malta.

I have already hinted at the origin of this sort of feeling. While the Navy had nearly cleared the seas of the enemy, no field had been opened to show what the Army could do, until the Egyptian expedition: it was, therefore, in the course of human nature that the sailors might look at their countrymen in *red* with a sort of feeling of contempt; and this sentiment would probably find its way amongst the prejudiced and uneducated portion of the officers. The combined exertions required in landing in Egypt, and the mutual assistance required, crowned as these were with success, nearly obliterated any remains of jealousy,—which, I may say, had altogether ceased to exist after the second campaign in the Peninsula. Since that period it has only been a rivalry of mutual consideration and kind feeling that has existed between the two Services.

I should not have introduced these remarks, had it not been to show one of the probable reasons why ships-of-war have not been more employed in the conveyance of troops, both in peace and war. The advantages that would result from this measure I shall endeavour to point out.

In the progress of improvement in naval architecture—or to speak plainly, and more to the purpose, ship-building—several classes have become totally useless as ships-of-war. I may mention the 28; and small 32-gun frigates, with all the small ships on two decks, 50 gun ships, 60, and 64's, with several of the small class 74's—the Venerable, for instance. In the present state of things, there is nothing for it but selling the seaworthy ships out of the Service at a very great loss, and breaking up those whose repairs would be too expensive.

Let us then, for example, take a 64-gun ship with a poop, and have her fitted as a troop-ship; she might have eight or ten guns left on the quarter-deck and forecastle; while below she was fitted up with standing berths, the midship-ports on both decks being caulked in, with a few in the fore and after parts left open for ventilation and light. I should say that from 80 to 100 sailors would be enough to navigate her, as almost all the work on deck could be performed by soldiers, one-third being constantly there as a watch, who could haul on ropes, heave the capstan, work at the pumps, &c. A ship thus fitted would carry 600 men and their officers, with ease and comfort. The amount of wages and victualling of the men may be easily calculated, with the wear and tear of the ship; and I think it will come under the cost of the hire of small transports to convey an equal number,—having the two great advantages of more safety and greater despatch.

To take 600 men at the usual tonnage rate— $1\frac{1}{2}$ ton for each man—would require three transports of 300 tons each. During the war, 20s. a ton per mensem was the usual rate for unarmed transports: the armed ships were 24s. Now we have 900l. a month for the conveyance of two-thirds of a regiment; and supposing the three ships detained on a station

for a whole year—as was the case in the *Tagus*—we shall have 10,800*l.* for the hire of these three vessels. If we take the 100 men in the ship-of-war at 30*s.* per man per month, and about the same for victualling, will give 300*l.*; allow 400*l.* (a large sum) for wear and tear; this will be but 700*l.* a month, consequently an annual saving of 2400*l.*, supposing the ship in like manner to be on a station for a whole year; we will allow the 400*l.* a-year for the addition of pay to officers, which will be more than sufficient—the difference between half and full—and therefore a clear gain of 2000*l.* a-year on the constant transport of 600 men, on an average. We will likewise suppose this ship to be detained (like the transports) in the *Tagus*; one-half of the crews might have been employed in gun-boats, and other duties; which services could not have been effected by the crews of transports. The employment of so many men in the King's Service in time of peace, would be an evident advantage, as on the commencement of hostilities they might be at once drafted to regular ships, and if the impress did become absolutely necessary, it would be a more gradual initiation to let the men so obtained commence their noviciate in one of these ships.

The only difficulty attending this arrangement would be the mode of conducting the discipline. I would, therefore, recommend that these vessels should be denominated *troop ships*. Many Lieutenants, and even Commanders of the Navy, are now employed in merchant ships and steam-packets, and, no doubt, many would be found glad to take the command. Three or four passed Midshipmen might be selected to serve as Mates; and a Purser, with a Steward, to manage the issue of provisions. The Surgeons of the regiments embarked could look after the sick.

A commission, or authority, might be granted to the Captain, to carry into effect such summary punishment as might be judged indispensable for the discipline of the ship; while the military officer was left at liberty to hold courts-martial on his own men, or give other punishments, according to the practice of the service.

By the means I have endeavoured to describe, employment would be given to a sufficient portion of the community, the past midshipmen, and the lives of the soldiers put under the safeguard of a man scientifically educated in his profession. It is in the latter particular that the transport service shows the greatest contrast; five out of six of the masters are persons who have not been properly instructed in navigation, and the sixth makes no attempt to put his knowledge to the test. In time of war they are almost always in convoy; they have the Commodore to look to, who generally, every day, telegraphs the latitude and longitude, with directions what course to steer; while they are surrounded with whippers-in, under the names of frigates and sloops, employed to keep the flock together. Why should a man take the trouble of puzzling his brains to find out what is told him by another? If, in a gale of wind, or thick weather, they got separated from the convoy, they are, like the "young bears," with all their troubles before them. If the sun is visible they have the meridian altitude for their latitude, if not, the log serves for both that and the longitude: of the latter they knew little more than they did of the depth of the sea below them. I have sailed in many transports, both in peace and war; and

I can affirm, to the best of my recollection, that I never saw an attempt at taking a lunar observation, or did I ever see or hear of a chronometer in any of them. Can one wonder at the losses that took place when these ships made the run without convoy? Every autumn brought melancholy intelligence of the loss at least of one transport about Newfoundland, or the mouth of the St. Laurence; and, nearer home, the losses on the coast of Spain, in the winters of 1812 and 1813, are still fresh in the memory of the army. The navy possesses a set of officers almost universally well skilled in navigation; and the merchants will not employ masters whose qualifications, in that way, are not well ascertained. Is it not then a disgrace, both to the Government and the country, that the lives of their best soldiers, and those of the unfortunate convicts, should be placed at the discretion of people totally unworthy of the trust?

Would it not be a fair subject of legislation, in place of making laws, regulating the build of ships for tonnage, measurement, and the length of jib-booms in cutters—to make an enactment; that no man should be allowed to command a vessel of 100 tons and upwards, who had not passed a strict examination in navigation? The Trinity Board, I believe, give certificates to branch pilots; why should this not also be a part of their business—or an offset from the Admiralty administration?

Having endeavoured to show the advantages in favour of unemployed ships-of-war, as regards safety, expedition, and economy, I shall try to illustrate what I have advanced relative to the Transport Service, by recounting some events which have fallen under my own notice. I shall, perhaps, be charged with egotism, in speaking often in the first person, but as, in these *utilitarian* times, one fact goes for two theories, I will abide the risk of talking as *number one*, and make a sketch of two voyages in transports, one homeward, and the other out, both in time of peace, with an interval of fifteen years between them—the first of three months' and the latter five months' continuance.

When the second battalions of regiments were so speedily disbanded after the truce of Amiens, our station was at Malta. When the reduction was effected, the supernumerary non-commissioned officers, disabled men, women and children, were embarked on board the transport *Adventure*, a name which our good ship well deserved in the sequel. We had, in addition of live stock, a Major, three Captains, five Subalterns, a Commander of the Navy (ex-agent of transports), three Doctors, two Paymasters, with an Arabian horse, and two jerboa rats, from Egypt. The weather, on leaving the harbour of Malta, on the 2nd of December, 1802, was beautiful, the thermometer at 70; and it continued fine for half the voyage to Gibraltar, where we were overtaken by a *Levanter*, which sent us spinning along, rather faster than was agreeable. The next day, when scudding before it, a bobby, who was at the helm, let the wheel slip out of his hand, and the ship broached-to. This, besides being nearly a termination of our voyage, was fatal to the greatest part of the crockery, amidst the din of which we endeavoured to scramble up the companion ladder. On arriving at the top we found that Captain Gunter, of the Navy, had taken the wheel, had ordered something to be done forward, and the ship being well ballasted, she, after some hesitation, righted, and we pursued our way with more care.

Every body in those days knew little Harry Gunter, agent of transports, one of the pleasantest companions either on board ship or on shore I ever met with.

On making the rock of Gibraltar, dimly seen through the driving scud; our naval friend advised the master to stand right into the bay, and to anchor among the ships. This advice was not followed, our skipper wishing, as he said, to hug the land, and get under shelter. He therefore steered close to Europa point; in a moment we were in smooth water, and continued on very quietly until we got abreast of the Old Mole, when we were taken all aback by an eddy from the north, and before the anchor was over a moment, we were forced broadside on an immense insulated rock. In endeavouring to heave off on our anchor, it came home, having fallen on foul ground; and there we were bumping, with a signal of distress; whilst a Moorish polacca foundered just under our bows. Fortunately, the rock on which we were rubbing was worn away below by the constant action of the sea, and the projecting portion was above our water line, where it soon ground a hole large enough for a man to creep in at. An officer's wife, who was below, hearing this bumping and crashing, asked one of the sailors what was the matter. "Nothing, ma'am," was the reply, "but the ship is on shore."—"Dear me," said she, "I did not think she would have gone ashore so soon, I must go also," and she set about her preparations.

While we were looking out on deck, watching the motions of a boat, that the frigate in the Mole was sending with a hawser, to warp off, and doubtful if she would be able to reach us, this lady made her appearance in her cloak and bonnet, with pattens on, and an umbrella under her arm, like Paul Pry in petticoats. We had a capital laugh at the face she made, when, supposing she had only to step on shore, she looked up, and saw nothing but a huge black rock hanging over; which was then cutting a respectable looking hall door in the ship's side. The shore overhanging, as well as the Mole, were covered with spectators, nearly as anxious as ourselves for the success of the visitor. She got at length alongside, we hove on the warp, and were soon safe inside the Mole. The carpenters were put to work directly, to repair our damage, which was effected in two days, and on the third, we were ordered out to anchor in the bay, where we ought to have gone at first. As if every thing was to be of a piece, on letting go the anchor, the cable, not being properly stoppered, ran out with such velocity, that it set fire to the windlass, and it was with great difficulty it was prevented making its final exit: the fire was soon extinguished, and only served to keep up the chain of our adventures. Our position was not very pleasant, the heavy rains of winter had set in, it was very cold, and fuel scarce, or rather none at all, in the cabin.

Two days after anchoring in the bay, the wind was at south-west, with all the look of a gale. Preparations were accordingly made; we had begun to drift when another anchor was let go. The wind increased after dark to a storm, many of the ships had dragged, and by nine o'clock there was scarcely one of the fleet in its original position; there was not only the chance of dragging, or parting, but that of having some ship driven down on you. At ten the appearances were awful; through the obscurity we could see the booming of some of the ships that had

parted, running past us to seek the last alternative, by being thrown high up on the sand. Guns of distress were fired all around—as Moore's almanack says, "things looked very black in the south." The battery called the Rock Gun, which is on the very summit of Gibraltar, looking to Spain, had been struck by lightning a few days before; the gabions with which it was constructed, as well as the platforms, had been burning with a smouldering fire for some time, but this gale had fanned the element into activity. At intervals, when the more dense masses of clouds passed on, we could catch a glimpse of this lurid light, as if illuminating the genius of the storm, to overlook the miseries of the world below. We, as well as our neighbours, had drifted considerably, and again brought up; but to check our triumph, we observed the great American frigate *Constitution* exactly ahead, and evidently drifting; she also brought up, or we should have had to cut and run, rather than founder, if she had come in contact with us. Freed from these two alarms, and weary of being on deck, we descended to rest for a short time in the cabin, and were congratulating ourselves on the probable termination of our adventure, when bang came the stern-post and rudder against the hard sand, with a force that unseated us directly, and produced the involuntary "Ah!"—such as comes from the breasts of paviours. Every returning heave of the sea gave a repetition of the same unpleasant sensation. It seemed now evident that we must go ashore; our boat had been lost early in the gale, having broken away with a man in her, who fortunately, however, got ashore safe. As it was difficult to judge whether the ship would go to pieces or not, we shed our boots, and rigged in thin jackets for a swim, not a very refreshing exercise in the dark, in broken water, and the month of January. By the time we had got on our bathing dresses, things seemed to have reached a crisis, and the carpenter was ordered forward to cut away both cables: he had not reached the gangway when the wind suddenly shifted four or five points to the westward, bringing the ships broadside to the sea; and although it continued to blow extremely hard, the wind coming more off the land, and change of the direction of the sea, caused a cessation of the bumping practice, and enabled us to ride out safely till morning. On that night thirty-six vessels went on shore in Cadiz bay.

When the daylight looked (not smiled) upon us, the prospect was, as they say in Rutlandshire, "*dradly loively*." The ships that had rode out the gale had all dragged their anchors a mile at least, and looked very *seedy*, stripped of their upper masts and yards—"lean, rent, and beggar'd by the strumpet wind." Seventeen vessels had gone on shore, several of them had become total wrecks, with which the beach was strewed, from the Orange River (so called by Drinkwater) to the Landport barrier. There was that long, heavy, dull heaving of the sea, that succeeds a great storm; the dismal light of the burning battery that had been seen flickering through the "*dingy seud*," now fallen into inactivity, was replaced by a long cloud of white smoke, that gave the apex of the rock the appearance of a volcano; while below scenes were acting, painful to revert to, but adding to the general melancholy impression of the whole.

The events I have just described do not bear upon my general argu-

ment, as our Master behaved as well under the circumstances as a more scientific person could have done: I have been only tempted into this detail to show the defects of Gibraltar as a port, and connected with a comparative view I mean to take of the general value of our Colonial possessions, which I propose to follow out on a future occasion.

On account of six weeks' detention at Gibraltar, and possibly with the reflection in mind how scurvily we had been treated by Dan Neptune, the Duke of Kent very kindly ordered us two months' pay—a very acceptable boon to a parcel of fellows shy of *prog*, and a winter passage to England before them. We began to think that Master Hercules would never let us from between his “pillars;” but at last an easterly wind gave a release. There is at Gibraltar a common kind of Catalonian red wine, that goes by the name, among the soldiers, of “black-strap,” and when mixed with an indifferent Spanish white wine, they call that making thunder and lightning. It is not very easy to conjecture the *unde derivatur* of strap with regard to wine, but the phrase is very common, and has even some extension. Ships coming from the eastward, and meeting a strong westerly wind on making the rock, cannot round Europa Point to gain the anchorage in the bay; they are consequently doomed to cruise backward and forward in the lee of Gib, not venturing to anchor, from the badness of the ground and the danger of being caught in a Levanter. Ships thus situated, enjoying some of the pleasures of Sisyphus, are said to be black- (q. back!) strapped; and by a number of ships issuing from this durance we were joined in our sortie from the Straits.

Nothing on a dull voyage, with the wind nearly contrary, can be interesting; but I shall insert an anecdote, curious, at least, for its rarity. We had on board an officer who had risen originally from the ranks, a pleasant sociable man enough in general; his wife and he were penned up in a small state room, separated from the cabin by a thin partition, that certainly did not deserve the name of a bulk-head. We had assembled in the evening of Saturday, as usual; sweethearts and wives went round, followed by some songs: as the cockneys would say, our “principal vocalist” was favouring us with a ditty then new to the world, whose burden was “*Monsieur, je vous n'entends pas.*” He had arrived safely as far as—

“John saw Versailles from Marly's height,
And cried, astonish'd at the sight!”—

when the door of the aforesaid cabin flew open, and its occupant appeared in a rage. “What do you mean, Sir,” said he, addressing the *primo tenore*, “by singing indecent songs in the hearing of my wife!” This not only stopped the song, but nearly deprived the performer of the power of answering. At last he said “Oh, I suppose that the words of the chorus displease you; I shall alter them to the purpose; *Pous n'entendez pas, Monsieur.*” This retort evidently discomposed the assailant, aided by the general laugh that was raised at his expense, and he retired to his den, anything but satisfied, leaving every one amused at a person who had all his life been breathing the pure and delicate air of a barrack, being shocked at the indelicacy of words he did not understand.

For five or six days before getting soundings we had not been fa-

voured with a glimpse of the sun, and our skipper was left wholly to the calculation of his knotted skein, which, it would appear, had run over the wheel a little too fast, as we were brought to sound when it was no go. At length the mate, in a day or two afterwards, thought, from the change of colour in the water, that we were in soundings: a trial was again made, and ground was struck in seventy-two fathoms. I don't recollect if our worthy Commander buttered the end of his lead, or that he disdained to find his position in the world by the dirt he picked up on the road; certainly he scorned such assistance, and pronounced, *ex cathedra* (or *ex capstana*), that we were high up the Channel, on the French side, and ordered that we should haul up to the northward, to fall in with the land. So said, so done; and we braced up accordingly. This was about eleven in the day. After dinner, and about the time of sunset, two officers were strolling on deck, when one of them observed something he took for a ship under sail, but thought it odd the sails should appear so white, seeing the sun had nearly gone down and was not visible. While they were thus employed an old man-of-war sailor came up, and his attention being called to this object, now on the lee bow, he declared it to be the sea breaking over a rock. This occasioned a general commotion in the ship, and our Master was summoned. He was evidently much puzzled, but, with that swaggering determination which often accompanies ignorance, he boldly declared they were the rocks off Cape La Hogue. This position was denied by the man-of-war sailor, as well as the Mate, who insisted that the rocks under discussion, by his reckoning, were those pretty trinkets appended to the Scilly Islands. A man was ordered aloft to report, who sung out "Rocks on both bows!" and almost at the same instant the light of St. Agnes was shown. It was no mistake. "Hard up the helm!" was the cry; but our good ship, as if resolved to give us a final adventure, would not answer; so there we were, running right upon the danger, and everything looking mighty awkward. The wind was increasing, and little time to spare. The mainsail was set, and that giving a fresh impulse to the steerage-way, the ship's head got gradually to the south-east; but we had most probably not got a cable's length clear of the outermost rock when it was declared we had cleared the danger; but our adventures were not believed to be over before the anchor was dropped at Spithead. By this recital it will appear that a good practical seaman, a sober and rather vigilant man, from want of common knowledge in navigation, had mistaken his reckoning in a voyage between Gibraltar and England, not less than 180 miles; and had we been earlier in the day, before the light of St. Agnes convinced him, we should have danced that night with the Naiads of Scilly, or, had we weathered them, the next port we should have reached would have been Tenby or Swansea, hauling up for the land.

The next instance I shall relate with respect to transports shall be a combination of wilful and unconscious ignorance with the most barefaced fraud on the public.

In the latter end of April, 1818, transports were taken up in the river to convey the regiment to which I belonged to the Cape of Good Hope. They came round to Plymouth in June, and early in July we embarked. By an ingenious contrivance the commanding officer and the agent of

transports were in different ships, so that the former could have no control over the latter—a person at that time wholly unfit for his situation. Out of consideration to his respectable family, I shall not mention his name, but only say that he was a victim to a constant habit of intoxication, that led to his melancholy end, and in this instance made him the ready dupe of the combination of the Masters of the transports, who wished to protract the voyage to its utmost for the hire of their ships; and a gale conveniently forced us into Falmouth. On leaving the Channel we had a fine rattling gale from the eastward that sent us to Madeira in much less time than our worthies expected or wished; but from that day everything was devised that could possibly delay our progress: the wretched agent was made dead drunk every night before nine, when, as if by signal, the ships all shortened sail, and, as we approached the tropic, they persuaded the poor unfortunate man to strike our taut topgallant masts, and substitute stumpy ones, as if we had been going to the North Sea in winter.

By these and other devices the water became short; it was necessary to go to the Cape de Verdes to get a supply, and there as much time was consumed as possible, so as to bring us to the rainy season, when southerly winds prevail on the coast. These islands, and their wretched population of banished Portuguese and slaves, have been so often described that such an attempt would be superfluous. I can only say that, if in future time any part of the shark could be turned to account, here would be a beautiful place for a fishery: they followed us in shoals on our departure, which was the very eve of the rainy season, that commenced the day following. I shall never forget the appearance of the sea that night we sailed. I had often, in many parts of the world, seen its (so called) phosphorescence, and the way of ships, boats, the movement of oars, &c., all accompanied by streams of golden light; but the appearance on this occasion was quite different. A gentle breeze undulated the surface of the sea, and made it look exactly like moveable plates of polished silver, and this in every direction, and wholly unconnected with the motions of any extraneous bodies. We had the next day the first of the rain, almost a calm, with a *quantum suff.* of thunder and lightning, and the next night, although we had scarcely changed our position, the brilliant appearance of the sea no longer existed.

Our cunning skippers had persuaded their unfortunate victim to attempt the windward passage along the African shore, contrary to the advice of Hereford and every person else, at least at this season. The consequences were that for days together we were tumbling about with baffling winds, sudden flaws, and dead calms. It rained as it knows how to do in the tropics, and the streams ran down through the decks, all open from the previous heat of the sun.

After dodging about in this pleasant way for some days, in the night one of the most sensible of our skippers fired a gun and made the night signal of land. This occasioned a bustle; the lead was hove, and twelve fathoms reported: in fact, we were on the edge of St. Anne's shoals. This intelligence roused our agent from his lethargy; we were round and stood out to sea; the breeze freshened as we gained an offing; in a few hours the rainy region was left behind, and although the wind was still at s.w., the next day, on getting an observation, it was ascer-

tained that a current had carried us about half a degree to the southward, and the remainder of the voyage was accomplished. The delay, however, had answered its purpose; it was requisite to go to Rio Janeiro for water. Old King John was there, with all his court, and was quite delighted at the arrival of an English regiment. He used to come round the ships once a-day at least, and we were all presented to him at his palace.

It came into his head that he would like to see us on shore, and his request was complied with. We were conveyed in boats to the head of the harbour, and landed near a country palace, where there was a convenient spot for field exercise; they served out sixty rounds of blank cartridge per man, and by that time *la Famille Royale* had all arrived,—old Don John himself, Don Pedro, with his Austrian Princess, &c. &c. We marched past, saluted, fired in every direction, and formed all manner of columns; but as everything brilliant, as well as dull, must end, at sunset we marched back to the boats, and got on board after dark, the gunpowder being the only thing His Most Faithful Majesty served out to us during the fourteen hours, with the thermometer at 80; and however desirous some of the youths might have been of the smell of powder, the older hands would have liked a taste of something else.

I have drawn this paper to such an unconscionable length, that I must, at least for the present, avoid the temptation of trying to sketch the magnificent bay and environs of the Brazilian metropolis; and only add that, having completed the water of the ships, we took a fresh departure, and, after a run of nearly four weeks across the Atlantic, arrived at the Cape five months after our departure from Plymouth—a voyage that, considering the grand start we had as far as Madeira, ought to have been completed in eight weeks. The 60th Regiment we were coming to relieve had heard of our departure, and had nothing left for it but to suppose that our ships had rounded Cape Horn in mistake, or paid a visit to Davy Jones. They, in their turn, embarked in our ships, and arrived in England at the end of March. They would require the next month to discharge the men, go round to the river, &c., so that the skippers made out their year of hire. Let us see the result. I believe the hire of transports in peace is 16s. or 17s. per ton per month: take the lowest sum. On this occasion there were two ships of 400 tons, one of 350, one of 300, and a brig of 250—in all 1700 tons, which at 16s. is 1360l. per month, and 16,320l. for the whole voyage out and home. We are told that this great country might be brought to the verge of bankruptcy by spending 14,000l. a-year in the maintenance and education of officers' orphans; but we are left to conclude that money sown upon the waters returns more than when applied to "teach the young idea how to shoot," for here we have 16,320l. spent in the change of two regiments, who, as it happened, might both have better staid where they were.

W.

THE RETREAT FROM BURGOS AND MADRID, UPON RODRIGO.

FROM THE REMINISCENCES OF A SUBALTERN.

NOTWITHSTANDING the attitude of Pakenham's troops, and the admirable arrangement of the park of artillery under Douglas, the troopers of O'Shea still menaced the ford. A brigade of French guns ascended the heights, and opened their fire upon the 3rd division, but they were replied to with vigour by Douglas, who on this day surpassed himself; and the decided superiority which his fire had over that of the enemy was so palpable, that after a short trial the French left the heights. Day was drawing to its close, and our march, as usual, commenced soon after dark. The entire day had been one of drizzling wet, but towards evening the rain came down in torrents; the army had to march two leagues ere they reached the point marked out for them on the line of retreat, and it would be difficult to describe the wretched state of the troops. The cavalry half dismounted; the artillery without the requisite number of horses to draw the ammunition-cars, much less the guns; the infantry without shoes, or nearly so; and the roads, even in the broad day nearly impassable, made the march of this night one of great loss. When a halt occurred, which was often unavoidable, in consequence of the guide mistaking the way, or by means of the narrowness of a part of the road, or the difficulty of ascertaining the pass of a river, those in the rear fell down asleep, and it was next to impossible to awaken them, so much were they exhausted; it then became incumbent on every man who was awake to rouse those in his front, who impeded the line of march, not only of the individual himself, but of the army in general. Nevertheless many were obliged to stay behind, and were abandoned to their fate. None but the stout and hale could bear up against the inclemency of the weather and the want of food; but the worst of all was the wretched state of the horses of the cavalry and artillery: these poor animals, when they reached the place marked out for our resting for the night, had not one morsel to eat, for it was absolutely impossible to forage for them at such an hour and under such circumstances, and the consequence was that many died from cold and famine, either in the harness of the artillery or under the saddles of the dragoons.

It was nine o'clock this night of the retreat before we reached the ground where we were to rest; and we had scarcely lit our fires when the bullocks and kettles arrived. This circumstance—a rare one—put us in good spirits, and by the time we had eaten our first meal that day we became more gay, and the "boys" of the 88th had their joke about the slaughter of the pigs by the 4th division, of which I have made some slight mention in my last Reminiscence. That I might have said more on the subject I am aware, for it was a subject that much might be said upon; but had I done so, my readers, perhaps, would consider me a bore. However, the "Connaught Rangers" would have, and had, their joke at the expense of the defunct pigs. Jack Richardson, of the light infantry company, said, "The poor cratures must be blind intirely when they run into the mouth of the 4th division." "No," replied my man, Dan Carsons, "they weren't blind all out, but perhaps they had

a *style in their eye!*" This sally of Dan's was loudly applauded; and this kind of gaiety of spirit never forsook the men of the 88th under any circumstances. It was well for themselves, and for the service also; for I believe no regiment in the Peninsula had more up-hill work to contend against than the ill-fated 88th. No matter!—all that is passed and gone now; and those who survive, and recollect the events that took place during their stay in the 3rd division, are now changing positions: they had up-hill work *then*—*now* they are going down the hill. It is, nevertheless, a galling reflection to those who bravely earned notice and promotion, to find themselves passed over, while others, of regiments in the same division, and under the same General, and placed in circumstances the same, and sometimes less hazardous, have been lauded and promoted, while those of the 88th were not even noticed!

But I am digressing. After Carsons' pun we soon fell asleep; and were again on our legs at four in the morning; but our appearance was greatly changed for the worse: several soldiers had died during the night from exhaustion and cold; and those who had shoes on them were soon stripped of so essential a necessary; and many a young fellow was too happy to be allowed to stand in a "dead man's shoes." Others were so crippled as to be scarcely able to stand to their arms. Ague and dysentery had more or less affected us all; and the men's feet were so swollen, that they threw away their shoes in preference to wearing them. The cavalry presented a miserable sight: the horses nearly starved to death, and all, or almost all, with sore backs, caused by the friction of the saddles from the effects of the heavy rains that fell almost without any intermission. The artillery was even worse than the cavalry: out of every team of eight horses scarcely four were left; and had the pursuit been carried on with vigour for two marches beyond Rodrigo, it would not require much knowledge on military points, or much foresight in common understanding, to predict what the result would have been. As it was, the artillery and cavalry were nearly placed out of the fight. The infantry—the acknowledged best infantry in Europe—were still formidable and efficient, as compared with the other two arms; and had there been anything like a good, even a tolerable, arrangement in their supply of provisions, or—which was of more vital consequence—their means of cooking them, all would have been right; but the fact was the reverse. Owing to the faulty arrangements of those who should have looked to it, the supply of rations never arrived in due time; and it is idle to say that such could not have been the case, for the army was not engaged in a rapid retreat—quite the contrary; therefore it was easy to ascertain whereabouts the troops would halt for the night, and the mules carrying the provisions for each division might have dodged about the environs destined for the occupation of each corps. All this was easy, because it would be worse than childish to argue, in defence of the neglect, that the army was in retreat! To be sure it was: but after a certain time—after dark—what was to molest it?—what disaster had it to look to? None, except the bad arrangement of its own superiors, who neglected to do what was necessary and easy of accomplishment—namely, the supplying the troops with food. The French fire generally ceased before five o'clock in the afternoon; it was then dark: could the army of Soult make any

way—in short, dare he attempt it after that hour? It was well known he could not. Then why were not arrangements made for the comfort, the keeping life in the soldiers? No retreat was ever made in the face of an enemy where the marches were shorter or the halts more frequent. The army met with no disaster from the enemy—all rested with our own officers,—not the subordinate ones, but the chiefs.

In the memorable letter which Lord Wellington addressed to the army after this retreat, he takes notice of the celerity with which the French soldiers cooked, in comparison with ours. Now why should this not be the case in the campaign alluded to? The British soldiers had no more the means of competing with the Frenchman in celerity of cooking than the French nation have now in competing with our Leeds and Manchester manufactories; and for this reason, that they had not the means of so doing. Had the Generals under the command of Lord Wellington paid as much attention to the minor duties of the army as he did to the principal ones—had they followed the example of the French, in the arrangements of their divisions—had they, in short, provided their men with the means of cooking, as the French did,—the letter from his Lordship, to which I have made allusion, would never have been published; and no letter ever gave, and justly so, more annoyance to the officers of the army. Was it possible, or was it fair to suppose, that that great man, whose mind was not only occupied with the deliverance of the Peninsula, but the deliverance of Europe into the bargain, could turn his thoughts to every little minutia? Was he to attend to the arrangement of camp-kettles, stew-pots, and ammunition? What had he, or ought he to have had, to do with such minor duties? It was the business of those in command of divisions and brigades—a subaltern with *nous*, for that matter, would have done it—to have looked to the evil.

So much for the Generals, the camp-kettles, and the porridge-pots. The retreat on this day was less severe than any of the preceding ones; but the bad food of the troops, and the misery and fatigue they had undergone, occasioned a great number of sick; the soldiers and officers were attacked with dysentery, and scarcely half the men of each regiment were free from this disorder. Subsistence was nowhere to be found, for the army traversed a wilderness. The towns and villages were deserted—no peasant came to us to sell provisions; in short, all the people forsook their homes, and quitting the line of march occupied by the hostile armies, fled in every direction. No corps was allowed to enter a village—all were obliged to lie in the open country; and although this seemed, and was, a rigorous measure, it was one of absolute necessity,—because, had the army been placed under cover, however desirable, the inevitable result would have been the complete disorganization of the whole.

Scarcely any provisions were to be found, but an abundance of wine could have been easily procured from the different wine-caves in each village. The troops, once let loose in this kind of way, could not be restrained, and all discipline would have been at an end; therefore no one ought to be surprised that Lord Wellington forbade the occupation of a town. He did his part in the grand scale, but those who acted under him were deficient in every way. Sometimes the troops were bivouacked in a maddy swamp, when dry ground, in comparison at least,

was nigh! The consequence of all this bungling was fatal: the troops became ill and inefficient, they became discontented; and, to wind up all, the junior officers of the army were blamed for those things over which they had as much control as they had over the actions of the Dey of Algiers or the Great Mogul. The officers divided the misery of the retreat with their men; and it is well known that many of them had scarcely a covering to their backs. Scarcely a subaltern in the army had a dollar in his pocket, the troops being four months in arrear of pay; but even supposing he had money in abundance, what use could he make of it? There was nothing to be had for love or money—we had no money, and few of us were inclined to make love! but even if we were, there was no one (the worst of it) to make love to.

It has been said by a celebrated warrior, that to raise the great superstructure of an army, it must be remembered the belly is the foundation. There are few, I believe, that will deny this axiom; yet, with the truth of this staring us in the face, our infantry, the main spring of the army, were left without food, or the means of cooking it, during one of the most inclement seasons that troops in such a climate ever witnessed. Happily, the army was not further pressed; but if it had, it must have been totally disorganized. In default of food at home, the men must have looked elsewhere; and it is scarcely necessary to add that a marauding system would not have suited a British army at any time, much less if vigorously pursued by an enemy. As it was, it took six months to re-organize the troops, so as to enable them again to take the field.

Such was the end of a campaign the commencement of which augured the most fortunate results. The men that composed this fine army—which at Rodrigo, Badajoz, and Salamanca, carried all before them—were now greatly changed for the worse. Scarcely a man had shoes, not that they were not amply supplied with them before the retreat commenced, but the state of the roads, if roads they could be called, was such, that so soon as a shoe fell off or stuck in the mud, in place of picking it up again, the man who had thus lost one kicked its fellow-companion after it. Yet the infantry was efficient, and able to do any duty. No excesses were committed, for Lord Wellington having taken the precaution of keeping the army away from the different villages, no man had an opportunity of obtaining wine or spirits, and thus drunkenness and insubordination were not added to the list of our misfortunes.

But the cavalry and artillery were in a wretched state indeed. The artillery of the 3rd, 6th, and 7th divisions, the heavy cavalry, together with the 7th and 12th light dragoons, were nearly a wreck; and the artillery of the 3rd division lost seventy horses between Salamanca and Rodrigo. It was next to impossible that the artillery and cavalry could have made, if vigorously pursued, three marches beyond the latter place. What force, then, was to arrest the enemy in his pursuit?—The infantry, and the infantry alone; yet this main-prop of the army was, by mismanagement, left without the means of nourishment! Had not the infantry, by their firmness in bearing up against all the evils they had to surmount—such as bad clothing, no tents to shelter them from the heavy rains that fell, and no means of dressing their food—presented the front they did, the army must have been lost before it could have reached Gallegos; and if equal zeal had been exhibited by the general officers in providing

for the wants of their troops, as was shown by the subordinate officers in the maintenance of discipline amongst them, the letter of Lord Wellington would never have been written. Blame and praise, if properly employed, make a great change in the actions of a young man—so they do if improperly employed; and this letter of Lord Wellington, directed chiefly against the junior officers of his army, had a bad effect. Those officers asked each other, and asked themselves, how or in what manner they were to blame for the privations the army endured on the retreat? The answer uniformly was—in no way whatever! The junior officers had nothing to do with it at all. Their business was to keep their men together, and, if possible, to keep up with their men on the march, and this was the most difficult duty they had to perform; for many, very many, of these officers were young lads, badly clothed, with scarcely a shoe or boot to their feet—some, attacked with dysentery, others with ague; and more with a burning fever raging through their system, had scarcely strength left to hobble on in company with their more hardy comrades, the soldiers. Nothing but a high sense of honour could have borne them on; and there were many who would have remained behind, and run all risks as to the manner in which they would be treated as prisoners, were it not for this feeling. The different bivouacks each morning presented a sad spectacle—worn-out veterans, or young lads, unable to move, were abandoned to their fate. Some were thrown across the backs of the commissariat mules, and conveyed to the rear; but this was rare, for the drivers were obliged to make all haste to reach their destination, and the frames of the men, worn down by sickness, unhealed wounds, or old ones breaking out afresh, were unable to bear the jolting of the mules, and these men generally preferred taking their chance on the line of march, to submitting to such an uneasy mode of conveyance.

Thus ended the year 1812, and thus ended our retreat upon Portugal. The details I have given of that retreat have not been the least exaggerated. It had, nevertheless, but little effect on my regiment, the 88th, for we scarcely lost a man by fatigue or sickness. The “boys of Connaught” were not much put out of their way by the want of shoes, a good coat to their backs, or a full allowance of rations: they took all those wants *aisy*! In short, it was astonishing to see the effective state of the regiment, as compared with others, when we reached our cantonments.

Since I first commenced these “Reminiscences,” now nearly six years, I have endeavoured to impress my readers with the idea—and I hope I have succeeded—that the 88th were none of those hum-drum set of fellows that ought to be classed with other regiments: they, in fact, had a way of their own! There are many who will agree—cordially on this point; at least—with me; but their reading and mine of the text may be widely different nevertheless.

The 88th was a regiment whose spirit it was scarcely possible to break, and the many curious incidents which occurred during this retreat afforded them ample food for that ready humour for which they were proverbial, and for which they got *full credit*, but, nevertheless, they still are *in arrear*, and they owe a debt to themselves which they must pay off,—no matter what the price may be. It was well for them that they had food for their humour, for they had little for their stomachs; but that did not cause them much uneasiness. The state in

which some of the officers were placed was quite pitiable. Many were obliged to throw off their boots, their feet having become so swollen that they could not bear them. Those so circumstanced were necessitated to look to the soldiers for a new fit-out; but where could that be found? The men themselves, not caring much whether they had or had not shoes, left those they had worn in the muddy roads, and it would not be an easy matter to find on this same retreat a second pair with any man. However, by hook or by crook, those who wanted shoes were supplied; yet, though the soldiers might be termed the *shoemakers* of their officers, they never got the *upper-hand* of them!

To describe the state of the officers would be impossible; for myself I can truly say, I was in rags. I wore a frock-coat, made out of a dress belonging to a priest that was captured by my man Dan Carsons, at Badajos. I wore it during our sojourn at Madrid: it was lined with silk, and might be termed a good turn-out there; but, as it turned out, on the retreat, it was the worst description of clothing I, or rather my man Dan, could have pitched on. Every copse I passed, and they were many, took a slice off my Madrid frock, and by the time I had undergone three marches, it was reduced to a spencer! A "spencer" at a man's back now might be a good thing; but, at the time I am speaking of, it was but a bad back indeed! My feet never quitted the shoes in which they were placed from the moment of the retreat until its close. I knew too well their value, and if I once got my feet out of them (an easy matter), I knew right well it would take some days to get them back again, they were so swollen; and even if I was dead, much less crippled, there were many to be found anxious to stand in my shoes—to boot!

There were others, and many others, as badly off as I was. My friend Meade was obliged to leave his shoes behind him. He tried to walk barefooted for a while, but it was impossible. The gravel so lacerated his feet that he could not move, and he was obliged to make some shift to get a pair in place of those he had abandoned.

Captain Graham, of the 21st Portuguese, a Lieutenant in my regiment, was so worn out with fatigue, barebacked, and barefooted, that, on one night of the retreat, having been fortunate enough to get a loaf of bread, he joined me and my companion Meade; but, so unable was he to eat of the food he brought to share with us, that he fell down on the ground, and never tasted a morsel of it.

It is, therefore, tolerably clear to any man possessing common understanding, that the junior officers of the army, from the neglect of their superiors, were not in a state to do more than they did.

During the retreat a supply of money reached the army; but it was of no use, except to encumber the officers paying companies. I received, as paying a company, 720 dollars; some of the money was in pieces of eight, but the bulk was in dollars, and I was obliged to carry all. I was over-weighted. It was not, on this race, "weight for age," but weight for character! and the "young ones," if good, had an additional weight placed on them!

The army was still four months in arrear of pay, and a young Ensign, who had just joined, hearing of an issue of money, although he was paid up, and two months in advance of the issue now made, went up to the Paymaster, and demanded some dollars.

"On what account, Sir?" was the reply.

"On my account, Sir; for I have not a farthing in my pocket, and as I am told there is an 'issue,' I have called upon you."

Now, the Paymaster was a pleasant fellow, and would have his joke, so he asked the poor Ensign if the "issue" he spoke of was "in his leg?" The lad was a ready boy, and seeing that the *pagador* was inclined to be witty at his expense, told him that he had not as yet put an issue in either of his legs, but that, if the retreat continued much longer, he feared he would have to do so, as they were much puffed, and, as he had drank nothing but water, he apprehended an attack of dropsy.

"In that case," replied the Paymaster, "you must be tapped."

"Very true, Sir," rejoined the Ensign; "but I now should like to 'bleed' you!"

The Paymaster laughed, and so did the Ensign, for he saw that he had made a hit, and he was resolved to profit by it if he could.

"I will give you a bill on London, Sir, at sixty-one days, for any sum you may choose to advance me."

"The date is too long, Sir," replied the Paymaster. "I am not in the habit of cashing bills that have so many days to run before they are payable."

"But, Sir," replied the Ensign, "you ought to recollect that this is the month of November, and those self-same sixty-one days are the *shortest* in the year!"

The Paymaster was delighted at the wit of the young man: he advanced him, without bill, note, or acknowledgment, one hundred dollars, which would, I have no doubt, been punctually accounted for, had the Ensign lived; but he, poor fellow! paid the debt of nature—the great debt—before we reached Portugal, and, consequently, before he could pay his friend; and the Paymaster died in Lisbon shortly afterwards. It is a pity that they could not have been both placed in the same grave. The commencement of their acquaintance was a *grave* one, and their exit from this world—though buried some leagues distant from each other—was equally *grave*. The Paymaster was a regular "dust,"—so was the Ensign,—and I have been obliged, in putting the sod over each, to go from "dust to dust!"

The retreat still continued, but the army was unmolested, and at length, after an absence of so many days, we once more got sight of our baggage. The poor animals that carried it were in a bad state; but they were even better than our cavalry or artillery horses. Of the former, three-fourths of the men were dismounted; and the latter could with difficulty show three horses, in place of eight, to a gun!

On this night, I think it was the 26th of November, (that is to say, four weeks, less by two days, since we left Madrid,) I enjoyed what I never expected to see again,—a good belly-full. A knot of us got together under a tent belonging to Captain Robert Nickle, whose bat man was one of the first to arrive with his baggage, and he kept open-house for as many as the tent could accommodate. In the centre was placed a huge pannella of chocolate, which was garnished by a couple of large loaves of Spanish bread. The contents of the pannella, as also the dimensions of the loaves, were soon altered in appearance, and so, indeed, were we. Our stomachs, which before were as lank as half-starved greyhounds, now became plump and full, and, moreover, some fragments were left even after the servants were fed, and abundantly fed.

A dog belonging to Nickle, which had been absent with the baggage, and which had been on as short rations as his master, also got a belly-full, and soon after came into the tent, but his owner was so changed in appearance and dress, that the dog did not at first recognise him; which proves the old adage to be correct, that "a man is sometimes so changed that his own dog don't know him."

The army continued its retrograde movement unassailed, and by the 30th of November, was established in its different stations; but here the real effects of the retreat began to be felt. The soldiers, while in action, or in a state of activity, had not time to get ill! So long as the mind and body are occupied, every thing, in comparison, goes on well; but after a storm a calm succeeds, and that calm is sometimes as bad, and even worse, than the storm that has preceded it. So it was in the present instance. More than half the men were attacked with some complaint; but fever and dysentery, from over-work and bad treatment, were most prevalent, and the number of bayonets which we counted at the conclusion of the retreat, was considerably diminished before we were well settled in our winter quarters.

Many men, whose frames were as robust as their minds were ardent, began to sink under the accumulation of the miseries they had endured during the retreat. The continued and unsparing exposure of their bodies under such heavy rains as had fallen, and their being obliged to lie out, without any covering, for so many nights during so inclement a season, now began to be felt, and made visible ravages amongst our ranks. The oldest and most hardy soldiers, as well as the youngest, sank alike under diseases, and it was heart-breaking to see our ranks thinned, not only of the hardy old stock, but of the promising young suckers also! But, so it was! The men died by tens—twenties—thirties—and, in the course of a short time, every battalion was reduced to the half of its original strength.

"Yet this army has met with no disaster; it has suffered no privations which but trifling attention on the part of the officers" [What officers?] "could not have prevented, and for which there existed no reason whatever in the nature of the service; nor has it suffered any hardships, excepting those resulting from the necessity of being exposed to the inclemencies of the weather at a moment when they were most severe. Yet, the necessity for retreat existing, none was ever made in which the troops made such short marches; none on which they made such long and repeated halts, and none in which the retreating armies were so little pressed on their rear by the enemy. We must look, therefore, for the existing evils, and for the situation in which we now find the army, to some cause besides those resulting from the operations in which we have been engaged. I have no hesitation in attributing those evils to the habitual inattention of the officers of regiments to their duty, as prescribed by the standing regulations of the Service, and by the orders of this army."

These last sixteen lines are Lord Wellington's own words; but how they are applicable to the officers of regiments I never could understand. What had the officers of regiments to do with "such long and repeated halts?" Those same "halts" were what destroyed the frames of both men and officers: for, during the time of those "halts," the men were standing under arms, drenched with rain, neither making a movement in

advance, or to the rear, or exchanging one shot with the enemy. Surely the officers of regiments had nothing to do with that! If the troops had such opportunity of repose, they might as well have been allowed time to cook their meat when it reached them, instead of being marched off their ground some hours before day!

Lord Wellington, in his letter, further says—

“In regard to the food of soldiers, I have frequently observed and lamented, in the last campaign, the facility and celerity with which the French soldiers cooked, in comparison with our army. The cause of this disadvantage is the same with that of every other description,—the want of attention of the officers to the orders of the army, and to the conduct of their men; and their consequent want of authority over their conduct.”

Now, it is plain that the French Army were much more expert in cooking than we were. The French nation is proverbial for its proficiency in the art of cooking, and here the merits of the two nations might be left to stand upon the authority of gastronomic writers, without the interference of a military one; but as the food with which each army was supplied did not require much insight in the arcana of cooking, it only remains for me to show why our army was so far behind the French in “the facility and celerity” of cooking. It was this,—the army of France had a better method than we had. Their soldiers were obliged to carry their camp-kettles on their backs, and, consequently, had them always on the spot where they were required. Not so with our army. Our cumbrous camp-kettles were carried by mules, and at the moment they were wanted they were, perhaps, leagues distant from the division they belonged to. Thus, then, it is plain that, while we were waiting for the means of cooking our food, the French had theirs not only cooked, but eaten. Who was to blame for that? Was it the junior officers? Certainly not. They had nothing to do with it; it all rested with their superiors.

Reader! only conceive, for a moment, what support Lord Wellington must have had, to be under the necessity of taking the trouble and the labour of writing such a letter to officers commanding *regiments*! Where were his Generals? One represented as his right arm—another his left arm—the next his special adviser, &c. Where were all those members of his body corporate? Was there none amongst them able to take such a weight off his mind? If there was one, why did he not do it? But the letter of Lord Wellington goes further, he says—

“The commanding officers of regiments must likewise enforce the orders of the Army, regarding the constant real inspection of the soldiers’ arms, ammunition, accoutrements, and necessaries, in order to prevent, at all times, the shameful waste of ammunition, and the sale of that article, and of the soldiers’ necessaries. With this view, both should be inspected daily.”

Now, these orders are much about the same that the officer at the head of a regiment would issue to his Captains or officers commanding companies, and it comes to this, that Lord Wellington was obliged to fulfil the functions, not only of Commander-in-Chief, but also that of General of brigade, or Colonel of a regiment!

What I have now written is not assertion without proof, for I quote Lord Wellington’s own words, and by that letter the merits of his subor-

dinate officers should be judged, in preference to the overstrained encumbrances of their admirers. Let every man—no matter what his rank may be—have his deserts; but to lay the blame of the misfortunes of the retreat upon the junior officers of the army was the greatest injustice.

The account I have written of the calamities which this retreat was productive of, has been in no way exaggerated. If there be any one who doubts the truth of it, I refer them to the extracts I have given.

At the time that memorable letter was written, the terrible effects of the retreat had only commenced to be felt. In less than a month afterwards the hospitals were overcrowded, and many officers were taken ill. I, for once, was amongst the number on the sick-list. A bad ill-healed wound, which I received in the breast on the night of the storming of Badajoz, now began to revisit me. A high fever was the consequence, but I was at length relieved by the taking away three pieces from one of my ribs. The reader is not to suppose from this confession, that I was a married man at the time this operation was performed; but I had, nevertheless, a “rib,” though not a wife; and as to the “pieces” which I lost, it would be but a useless task to look after them now.

The Serjeant-Major’s wife, a fine, fat, well-looking woman, amongst many others, was taken ill, and visited with a bad fever. She was the sister of my man Dan Carsons, and had kept close with the regiment from the time of its first landing in the Peninsula to the time I am now speaking of. She acted in many a useful capacity towards the officers. She supplied us with wine and bread, and every other comfort she could afford us; and was, in fact, a necessary appendage to the officers, for she was one of the best foragers I ever saw in the 88th regiment; and the army knows—the Peninsular army, I mean—that we had some good ones! But this poor woman lost two fine mules during our retrograde movement, as also the cargoes with which they were laden, amounting to a good round sum, which, at the lowest estimate, I must value to be worth three hundred dollars. This loss affected her. She had left no stone unturned to realize it, and this untoward event brought on a violent fit of illness. The fatigue she had undergone, no doubt, aided the cause of her disorder; but be this as it may, she became quite delirious. While in her bed she could not be made to understand that the army was not in full retreat. “Where,” she would exclaim, “are my mules?” My man Dan was in constant attendance upon his sister, and was, as a matter of course, continually intoxicated! If she got better, he would say that he took a little drop, “more than usual,” for joy; if she relapsed, he did the same “to drown grief.” So that between Dan’s “joy” and Dan’s “grief,” to say nothing of my own helpless state, I was anything but well off. At length the poor woman became quite insane, but she still looked up to Dan as her sheet-anchor; nevertheless Dan always paid her that respect which he conceived due to the wife of the serjeant-major, and always called her Mistress O’Neil; she, on the contrary, forgetting the station she held, always called her brother “Dan.” “Och, then,” said she, “Dan, what do the Frinch mane at all—where do they mane to dhrove us to?—ain’t my mules gone, and our baggage gone, and still we’re on the rethrate? Haven’t they taken all from us, even our necessaries?—where do they mane to send us to?” “By gob! Mistress O’Neil,” replied Dan, with a broad grin, “I think they mane to send us all to pot!”

RETRIBUTION; AN INCIDENT AT SEA.

"Is it in law? am I condemn'd to die?"

It is now some five-and-twenty years ago that I was junior Lieutenant of as sweet a frigate as ever spread canvass to the breeze, and as it was my first appointment, I was not a little proud of my white lapelles, for I could with truth declare that, as I had the pleasure of wearing them, so also I had honestly won them. We were stationed in that part of the world so terrific to the imagination of Europeans—the West Indies; but I must acknowledge that, though it was precious hot, yet I found it rather pleasant than otherwise.

We were cruising in the Gulf of Florida—the merry old craft playing all sorts of antics in the numerous currents—poking her nose to whatever point of the compass pleased her for the time, in spite of helm or braces—and not unfrequently threatening to resemble the black fellow's schooner, that "run in de bushi for 'n yam apple." One night, to the northward of Anguilla, just clear of the Salt Keys Bank, we had a smart gale from the N. E., and we reached away upon the starboard tack under close-reefed topsails, fore-topmast, staysail and trysail, topgallant yards on deck, and topgallant masts struck. Towards morning the breeze lulled, so that we were enabled to shake out a couple of reefs; and the bubble of a sea that had been kicked up by the wind was soon smoothed down by the run of the stream. At daylight we saw a large ship right a-head of us, with her topmasts gone, the wreck still hanging over the side; whilst to leeward, running away large, under a heavy press of canvass, was a low black schooner, which, as she was nearly end on, looked something like a negro's head with a large ostrich plume floating on the waters. What she was became instantly known, and no small degree of excitement prevailed amongst the watch as soon as the name was uttered—"the Black Bloodhound"—which was alike applied to the pirate vessel and the marauding chief, and of whose peculiarities the most wonderful accounts had obtained currency and gained credence. There was nothing the schooner could not be made to do, except speak, and the Captain had the same peculiarity, for all (and I am thinking they were but very few) who escaped from his clutches declared that he carried on the several duties of commander, judge, jury, and chief executioner, by dumb show. The fellow was described as hideous in appearance, ferocious by nature, and cruel from an instinctive love of human flesh. The Black Bloodhound, small as she appeared upon the ocean, was nearly 200 tons admeasurement, and carried twelve 18-pounder carronades, one long two-and-thirty in amidships, upon traversing slides, with an heterogeneous crew of seventy men from all nations.

"Keep her clean rap full, Quartermaster," said I, as descending the companion ladder, I hastened to perform my duty, as officer of the watch, by giving information to the Captain. "Two sail in sight, Sir," exclaimed I, on opening the cabin-door; "a ship about half a league distant a-head, with her topmasts gone"—

"Well, Sir, you had no occasion to disturb me for that," replied he. "Stand on and hail her, and let me know what she is. I have not had

five minutes' sleep throughout the night, and had just got into a snore, and here you come to rouse me out, merely to tell me"——

"The Black Bloodhound is on our lee beam, Sir, about five miles off," rejoined I, interrupting him rather unceremoniously.

"You don't say so, Mr. ——!" uttered he, making but one spring out of his cot, and drawing on a pair of loose flannel trousers; and throwing his cloak around him, he neither waited for shoes nor hat, but was instantly on deck, with his glass, reconnoitring the strangers. One look at the schooner was sufficient to betray her character, whilst the ship in distress was evidently a capture that she had been plundering. "Turn the hands up; make sail, Mr. ——," said the skipper, as cool as a melon. "The watch square the main yard—lower the quarter-boat down—put twelve men into her, armed—and be ready, Mr. ——, to shove off and take charge of the ship. Do the best you can to repair the damage, and keep the frigate in sight as long as possible. Up helm, Sir, directly you get on board, and stand after me. Should you part company run for Jamaica. Bear a hand, Sir; you have not a moment to spare for chest or bedding."

The orders were promptly obeyed; the word flew swiftly along the decks that the Black Bloodhound was under our lee, and produced greater alacrity amongst the people than the shrill call of the boatswain's mate. The boat was lowered, and as the frigate launched gallantly a-head, in less than ten minutes from my quitting the Captain's cabin I was alongside the strange ship; while the frigate, under a cloud of sail, pursued the flying pirate. During the bustle I had picked out twelve of the best seamen from the many who volunteered; for so strong is the love of novelty or change in the mind of a sailor, that he will undergo any hazard or privation to indulge it. Had the First Lieutenant not been so fully engaged, I much question whether he would have allowed me to carry away such excellent hands: as it was he had no time to muster or inspect them, and thus I got clear off with my crew, fourteen in all, including myself and a Master's mate.

On ascending to the deck a scene of devastation and blood presented itself, such as could only be witnessed under similar circumstances. Bales and cases broken open lay about in every direction. Elegantly-bound books, silks, muslins, lace, music—in short, something of everything, mutilated, torn, and defaced—were scattered in every part fore and aft, and much of it saturated with human gore. The topmast and topgallant gear hanging down increased the confusion, whilst here and there a dead body, horribly mangled, completed the dreadful spectacle. My faculties were for a few minutes utterly benumbed. I had seen many a bloody corpse upon the deck of battle without shrinking; but these—these fell by the remorseless hand of the murderer, and not in fair fight with a gallant foe. The men had followed me very closely, and were waiting for orders, when one of them caught me up in his arms (I am a little fellow) and ran aft to the taffrail. At first I was much incensed, and almost suspected a mutiny, particularly as I saw the rest very busy about the mainmast, from which several of them hurried down the main hatchway, whilst others descended by the companion hatch. It was the work of a moment. "What the devil do you mean by this, Jackson?" said I, addressing the man, who still held me, apparently ready to jump overboard.

“She’s on fire for’ard, Sir,” answered he respectfully; “and there was a train, with a lighted match close to it, leading to a barrel o’ powder that stood alongside o’ you, Sir; and as I’ve heard you say you can’t swim, Sir, why I hopes no offence in the regard o’ trying to save you, Sir.”

Instinct alone could have prompted this simultaneous movement, and I felt humbled and abashed that I should so far have suffered the shock my nature received to unman me as to give my men the advantage of the discovery. I could not, however, but be much gratified at this token of esteem manifested towards me. “This will never do, Jackson,” said I gratefully; “we must stand our chance, my boy, sink or swim. Come, let us see if we can’t lend them a hand.”

He immediately complied; but the danger had in a great measure ceased through the activity of the men, who had destroyed the communications which had been laid to the powder, ready to blow the ship up. A slight explosion took place down forward, but a plentiful supply of water soon extinguished the fire, and we commenced clearing the wreck; so that in a short time we were running after the frigate, under the foresail, mizen staysail, and driver, but in a couple of hours we lost sight of her altogether, and the chase we had not seen for some time.

“There’s a — of a sight in the cabin, Sir,” said Jackson, as soon as the hurry of duty had somewhat subsided: “I’ve been down overhauling the lockers for a palm and needle and some twine, in the regard that the First Lieutenant didn’t give us a sufficient allowance of time to get my ditty-bag along with me, Sir. There’s four on ’em with their throats cut from clew to earing, and there’s a sort of a sougingh or groaning abaft by the rudder-case; so that thinks I to myself, I’ll just tell the officer, and mayhap”——

“You’re right, Jackson; it may be some poor wretch still in existence,” said I; and for the first time from my coming on board I went below. The cabin-deck was strewed with a variety of articles, and nearly in parallel lines to each other, with their arms tightly pinioned, lay four bodies, each with the head nearly severed from the neck. The cabin was large and handsome, and the dress of the sufferers indicated that they had been passengers. In a state room on the starboard fore part of the cabin lay a male and female in a most disgusting position, as if the fiends delighted in every species of evil that could possibly outrage human nature. They were both dead; and beneath the bed-place they occupied was a smaller one, in which was a female child about three years old, cruelly murdered by cutting the throat.

“It’s aft here, Sir, as the noise is,” said Jackson (who had followed me below), going to the rudder-case. I went to the spot and listened, and certainly there were sounds of a peculiar kind, but I thought they were merely caused by the weight of the rudder on the gudgeons, till, on opening a small door of what appeared to be a cupboard, the upper part of a human being became visible, and we soon had the melancholy gratification of rescuing a fellow-creature from a premature death. I say melancholy gratification, for he had been so inhumanly maltreated, that it was really shocking to look upon him. He continued for a long time in a state of insensibility, but by the application of some cordial which we found, and restoring him to the air, he recovered animation, though his mental faculties seemed at first to be much impaired. He

raved of bloodshed and murder, called upon the names of Emma and Eliza, shrieked for his children; and bodily pain, which must have been, excruciating, was absorbed in the more agonized anguish of the heart. He was apparently about five-and-forty years of age, but his face had been so scored with knives, that it was impossible to make out a feature of his countenance.

Through dint of strenuous perseverance, by four o'clock in the afternoon we had jury fore and main topmasts up, and the topgallant sails set for topsails, and as we had lost sight of the frigate, I hauled up with a fine breeze, intending to go round Cape St. Antonip, the western extremity of the island of Cuba; and as we had made all tolerably snug, we sought for some refreshment, having brought with us only a bag of bread and a few pieces of salt junk. Our search however was unavailing, for though we found a case of claret and a quarter-cask of Madeira, yet we discovered nothing—not even a biscuit—in the way of food. Compelled to make ourselves content upon the fare we had, preparations were made for cooking, and whilst some were attaching weights to the murdered dead for the purpose of sinking them, others were employed washing away the crimson pools that stained the polluted deck. I used my best endeavours to soothe and tranquillize the mind of the wretched sufferer, who still existed, and gradually became more and more conscious, till at length his rationality returned, and he proved to be the Mate of the ship, and brother to the Captain, who had been murdered by the pirates. Everything that could be done to alleviate the poor fellow's torture was tried, but he was so dreadfully burnt (the wretches having scored him like pork, rubbed powder into the interstices, and then fired it off), with other grievous injuries—And perhaps I may as well relate here the narrative which I obtained at intervals, and by disjointed parts.

“We sailed,” said the mate, “from New York, and as my brother the Captain had purchased a property in Jamaica, we were bound to Montego Bay, where, with his family, consisting of a wife and two daughters, one sixteen and the other thirteen, he purposed landing.”

“But there was one younger than you mention,” said I, without making other reference to what I had witnessed.

“Oh yes, Sir,” replied he, “there were two—two dear innocents—they were mine, Sir—they were mine—the children of one who died a short time before we left New York; and they were going to remain with their uncle whilst I was at sea. I need not ask you how you came to know the fact of their being aboard, for the dreadful massacre is yet before my eyes. Oh God! that I could wipe away the remembrance of it for ever. Yet no! Almighty Father, grant that the hour of retribution may come, and I am content to suffer till that time. We made a very fair passage, Sir, till yesterday afternoon, when the piratical schooner hove in sight, and not liking her appearance, we carried on through thick and thin, under the vain hope of falling in with some of the British cruisers. Oh, Sir, had it pleased Providence to have sent you to our succour yesterday—but I will not arraign the decrees of unerring wisdom. Yet when I think of my murdered little ones, and all my dear relations—all—all gone—oh, Sir, it is more than my spirit can endure.

“The schooner overhauled us very fast, yet still we cherished the prospect of escape or succour, till in a sudden squall, in which we did

not shorten sail, our three topmasts came down, and then we sank into despair. The females had been secreted in the hold under a heap of lumber; and whilst I was looking at the wreck, my brother came to me: 'Amos,' said he, 'let me commune with you apart,' and I walked aft with him in silence. 'Amos,' continued he, and there was a fierce fiery restlessness in his eyes as he looked in mine—'Amos,' repeated he, 'our children! could you bear to see them,'—and he paused and grasped my arm in a convulsive clutch. 'Amos, answer me—would it not be better that they should die than fall into the power of you hellish gang?' I caught his meaning; but I could not speak. 'Did not the chosen people of the Most High,' he continued, 'save their wives and daughters from pollution by—' he ceased, and a sickly tremor came over him as he felt terrified at his own thoughts.

'God had departed from them, Daniel,' said I, soothingly; 'but we do not know that he will visit us in judgment! Pray to him in this hour of peril, that his wrath be not stirred up against us! We must use the means, Daniel; it is for HIM to bless our efforts.' 'Thou counsellest well, Amos,' returned he; 'we *will* use the means, and,' he added, raising his hands to heaven, 'Lord deliver us for thy name's sake!'

'We worked hard to clear the wreck, but the schooner was alongside of us before we had well commenced; and in a few minutes her boat, full of men, shoved off to board us. 'Amos,' said Daniel, 'be near me, my brother, and be firm. Yet, yet,' added he, whilst his eyes again flashed fiercely, 'I would not torture them; and if the lambs are to be slain—' 'Peace, Daniel,' returned I; 'God sees not as man sees.' Well, Sir, the pirates boarded us, and then commenced a series of the most diabolical outrages that infernal ingenuity could invent and perpetrate. No resistance was offered; for it would have been useless. The passengers were taken into the cabin, and tortured to make confession where the money was concealed. It was in vain they endeavoured to appease the wretches, by resigning every thing. Some articles of female apparel were discovered, and the pirate chief, his face concealed beneath a black mask, made signs to one of his followers, who demanded where the owners were.

'To the honour of the seamen, they resisted every attempt to wring the secret from them; but one of the passengers, a poor weak terrified lad, under the expectation of saving himself, betrayed their hiding place, and the next minute his throat was cut, and he lay a corpse upon the deck. Never shall I forget the look of Daniel when his wife and daughters were brought up and tried to run to him for protection. Emma was just at the age of ripening beauty; and Eliza was nearly as tall as her sister, though not so well favoured in feature. A motion from the chief, and they were seized by some of his fiends in human form; and when Daniel would have rushed forward to attempt their rescue, a blow from the chief's sabre cut him down. Then ascended up to heaven wild shrieks of horror and supplications for deliverance.

There, too, stood my innocents—the wretches, could not they spare infancy? Oh no! their feet were swift to shed blood—although it were the blood of babes! but I cannot speak of them, Sir—they are safe in another and a better world—whilst I!—ay, the hour of retribution will come. When Daniel recovered sensibility, it was to see his daughters forced over the side into the pirates' boat; and as they clung to their

mother, who held them with an inseparable grasp, the tendons of her arms were divided by a sharp weapon ; and as they still embraced, a ruffian drew his knife across my sister's throat, and she was a quivering corpse. Daniel was lashed down to the ring-bolts—powder was placed round him, and exploded, to make him confess that money was somewhere in his keeping. For myself I was suspended by the wrists in the main rigging, and there, oh God ! will the scene never pass away from my eyes ?—there, Sir, I saw my children practised on by every hellish device ; and there, too, in my sight—the sight of a father—the remorseless villains butchered them."

Here he ceased for a while, entirely overcome with the horror of recollection, and his convulsive sobbings seemed as if they would rend his breast. In a short time he grew more calm, and proceeded :—

"It would be a sickening task, Sir, to detail all the atrocities practised by these devils. Murder after murder followed in rapid succession, and then they commenced plundering. My poor brother looked at me, and there was, or at least I thought there was, an expression of reproach upon his countenance as he mournfully shook his head ; but he could not speak, as the wretches had cut out his tongue.

"Throughout the night did this scene continue ; and it grew more and more dreadful when heightened by intoxication. The pirate chief never removed his hideous mask—he had returned once to the schooner, but remained only a short time ; and when he came back, poor Daniel was cast loose, a rope was rove through a block upon the main-stay, a noose was put round his neck, and he was run up to it till his convulsive throes ceased, and he was lowered down to recover. Three times was this repeated ; but the third time had effectually terminated his sufferings, and he was thrown down the skylight into the cabin. How I contrived to escape I can hardly tell. I remember being cut down and falling to the deck, where some one dragged me to the companion-hatch ; and as they raised me up for a launch down the ladder a voice whispered in my ear, 'There's a sail in sight—hide yourself, if you can.' The next moment I was precipitated below, and in a few minutes, finding no one in the cabin, I crawled to the place where you found me, and sunk into insensibility. You see the manner in which I have been treated ; but God will yet grant me strength for the hour of retribution. I have prayed for it, Sir—the groanings of my spirit have ascended up to the throne of Omnipotence ; I have implored with the pleadings of faith—and I feel assured my petitions will be answered."

There could be no doubt that the schooner had made the frigate out before we had caught sight of her, and thus was enabled to gain a considerable advantage. "What sort of a man is he you call the pirate chief ?" inquired I.

"Of his features I can say nothing ; for they were concealed, and consequently it was impossible to ascertain his age," replied the mate ; "but he was of middle stature, well built, and active. Every signal or sign he made showed the heart of a devil."

That night it fell calm, and for three days we drifted at the mercy of the currents. Sometimes a light air of wind would tantalize us, but it soon subsided again ; and as our stock of provisions began seriously to decrease I put the men upon short allowance. But this was not the worst—our water was nearly gone, and under a vertical sun this was no joke. On

the fourth day, however, we got a fine breeze, and as the frigate did not appear I determined to run into the Havana to obtain victuals and water, and the next morning we were safe at anchor within the Moro Castle, and all hands busily at work. Unfortunately I had no papers to show my authority in taking charge of the ship: but, by one of those occurrences which are especially ordained, I happened to have my pocket-book, containing my commission, and a deposition was taken before the authorities of the actual state of the case. The Spaniards used many pretexts for doubting and discrediting the evidence of myself and my men, for the purpose of seizing the vessel, but the English and American official residents promptly came to my aid, and we were allowed to remain unmolested. Medical assistance was obtained for the mate, but no persuasions could induce him to go on shore.

I had landed early one morning to expedite the labours of the men, and feeling fatigued, entered a coffee-house to obtain refreshment. Whilst sitting at the table a young man in a Spanish undress naval uniform approached, and, stiffly saluting me, took his seat on the opposite side. His age appeared to be about five-and-twenty; his face was remarkably handsome, and there was a sort of careless recklessness in his look which characterised a tar of the old English school—in fact there was nothing of the Spaniard about him but his dress, and I very soon became convinced by his manners that he was a countryman. His beverage was wine; and as he raised the tumbler to his lips he uttered in good English, though with somewhat of an Irish accent, "Signor temente, your health."

I bowed in token of acknowledgment; and a conversation ensued, in which he announced himself an Irishman by birth, but nearly the whole of his existence had been passed in the United States and Spanish America, and he was then in the personal suite of the Governor, with the rank of a First-Lieutenant in the Navy. His manners were extremely engaging; but there was a sort of hardened bravado at times about him which strikingly contrasted with his usual gentlemanly deportment. We talked of our several national Services, and his observations manifested acuteness and intelligence. The capture of the Yankee by the pirate naturally engaged some portion of our attention, and he listened to the details with much earnestness. At length he proposed a walk through the city; but this I politely declined, urging the necessity for my speedy departure for Jamaica as an efficient excuse. The fact, however, was, that I did not like to commit myself with a man of whom I knew nothing, and I was not pleased at seeing a seaman in any other uniform than that of his natural country. He accompanied me, however, to the boat, and looking upon the six men that were at work, paid a high compliment to their admirable appearance.

"How many such have you in the frigate?" inquired he.

I replied, "Three hundred and twenty."

"But you have more than these in the Yankee," said he; "strong as they are, they are barely sufficient to handle her."

"They do very well," answered I, somewhat evasively. "I have no wish for more; especially as the frigate will, no doubt, be somewhere in the neighbourhood looking for us."

"I should like very much to run to Jamaica with you," said he; "the Governor, I think, would grant me permission, if you would give me a passage. When do you sail?"

I told him, on the following day, if possible ; and he was perfectly welcome to a passage.

" Well, then," added he, " I will obtain leave of absence, and be on board in the morning : " and so we parted.

I completed all my arrangements, and by night was ready for sea, intending to take advantage of the land-breeze in the early part of the dawn to make an offing. Accordingly, soon after sunrise we had sail upon the ship ; the anchor was purchased, and we stood out. A canoe came alongside, and a note was handed up by a negro, who instantly shoved off again. It was from my acquaintance of the coffee-house, stating the failure of his application for leave of absence, and wishing me a pleasant passage.

The mate had been very carefully attended to ; and as most of his injuries were of an external nature, he found great relief from the applications prescribed by the doctor ; nor was his bodily strength much diminished. He was a tall, robust, muscular man, apparently of great physical power ; but he belonged to that enduring sect founded by William Penn, whose object is peace and good-will to all.

We rounded Cape St. Antonio in capital style, and then hauled up for Jamaica ; but we had light baffling winds and calms till nearly abreast of the Isle of Pines, and then we had it more steady.

It was early morning—the master's-mate (he was an Irish youth of the name of O'Brien) had the watch—and I was soundly sleeping on a mattress upon the deck, dreaming of home, when I felt myself roughly shaken, and O'Brien, with staring eyes and eager look, exclaimed,—
" By the powers but she's there again, Sir."

" Who's there ? " inquired I, jumping up in a hurry, and observing the men using my glass to examine something to windward. " What is it, O'Brien ? "

" Why, then, it's the devil herself, Mr. ———," replied he ; " she's got away from the old hooker, and will be down upon us before we can say paze."

I went to the gangway—took the glass, and directed it towards a sail in-shore of us. There was no mistaking her rig, or the cut of her sails : a curious sensation crept over me—it was the Black Blood-hound, and she was standing out towards us. The atmosphere was rather hazy ; but I sent a man aloft to see if he could discover any other strange sail, and he reported several small craft in with the land, and a vessel of some kind or other on the lee-bow, but he could not make out what. I communicated the circumstance to the American mate, who, so far from feeling alarmed, expressed considerable satisfaction. " I shall die, Sir," said he, " but the hour of retribution is at hand." I called the men aft, and described to them the inevitable consequence of falling into such murderous hands, and demanded whether they would stand by me in resisting to the last.

" If you'll ownly give orders, Sir," said Jackson, advancing a little before the rest, " we'll hold on by you for a Highland moon ; and I'm bless'd if we don't larn the scoundrels a trick or two afore we've done. Won't us, boys ? "

A brief assent announced their willingness, and we instantly commenced preparations for defence. I had found a couple of 18-pounder carronades in the hold whilst at Havanna, and got them mounted

There was plenty of powder on board, but no shot; and all hands set immediately to work to collect langridge of all kinds to atone for the deficiency: iron hoops were broken into small pieces—glass bottles were in readiness—spike-nails—in short, everything of an offensive nature that we could gather was tied up in canvas of a dimension to enter the muzzles of the guns; and each man amongst us had his musket, a brace of pistols, a bayonet, and cutlass. I gave the American my musket and bayonet, reserving my other arms to myself: and thus we presented a formidable little band of fifteen, expecting an attack of probably more than seventy. But when I considered that

“Thrice is he armed who hath his quarrel just,”

I felt but little apprehensions as to the result. The awning was spread over the quarter-deck, and I directed the stops to be cleverly stranded so that a strong jerk would bring the whole of it down together. Our carronades were loaded, and secured in a-midships, just before the after-hatchway, so that we might, on seeing which side the pirate would take, bring them both to bear together. A shot from his long gun, that passed over us, was a warning to heave-to; but we still carried on, to gain as much time as possible, and induce him to believe that we were under great alarm.

“May I request a favour, Sir?” said Amos, in a tone of earnest solemnity.

“If it does not interfere with my arrangements, you may ask, and have all that I can do for you,” replied I.

“It’s only to let one of the men reeve a line through that block upon the mainstay, Sir,” said he, pointing aloft to the block at which his unfortunate brother had been suspended, and which still remained in its original position, though I had ordered its removal. “You may deem my request a strange one,” added he: “but grant it me, Sir; Jackson, here, will lend me a hand, and you shall see that retribution will have its day.”

I certainly did not much heed what his intentions were, for my thoughts were otherwise too busily engaged; but I told Jackson to get the rope rove, as much as anything to satisfy him, and as there seemed to be a sort of mysterious communing between them. Another shot from the schooner passed through both topsails; but as the weather began to thicken I still carried on, though without the smallest hope or expectation of getting away. In another quarter of an hour she ranged under our lee-quarter, and poured in a broadside, which, however, injured no one. My brave fellows had anticipated her movement, and the two carronades were promptly at the midship-ports, covered over with the boat’s sails.

“Ho—the ship, ahoy,” exclaimed a voice from the schooner; “heave-to, and send your boat aboard directly.”

“Ay, ay, Sir,” answered I, aloud; but whisperingly added—“Stand by, my men—square the main-yard lubberly-fashion;” and then aloud—“Back the main-topsail.”

My orders were well obeyed—only a few of my men appearing; and the pirates, fancying that we had but little strength, and knowing that there were no guns when they were last on board, crowded the nettings and rigging to have a look at us; they were so close that we could hear even the tread of the men upon her deck; when suddenly luffing-up (as the schooner had forged a-head so as to be abreast the fore-channels),

I gave the word "fire." The carronades were admirably pointed, and the execution they did exceeded my most sanguine expectations. The schooner filled her topsail, and stood on till she brought us in a line with her stern, and then her long gun was pointed abaft, and cut us up most miserably—the shots ploughing the deck, and tearing and rending everything before them—but still without wounding a single individual; for, except myself and the man at the helm, every soul else was in the hold.

I concluded that she meant to sink us; and as some of the shots struck the ship below the breast-hooks, she made a good deal of water: but the men were prompt with such materials, as they could find for plugs, and there was no immediate danger. Finding, however, that we made no further resistance, he got out two large boats, and going about, kept them out of sight to windward, and stood towards us till he got within half a cable's length of our weather-bow, when he again tacked, and the boats, filled with men, shoved off to board us. Hastily scanning the armament with my glass, I distinctly saw the pirate chief in a black mask, and should have taken him for a negro, had not Amos exclaimed in a suppressed voice,—“It is he—he comes—and the hour of retribution has arrived.”

My carronades had been reloaded, and my gallant fellows, with incredible speed, dragged them forward to the middle port, which was closed. It was a moment of fearful excitement—the boats were close to us, nearly under the bows—when open flew the port, and they got the full benefit of the discharge—killing, and crashing, and wounding. But we could only fire one gun before the wretches were scrambling up the head, and on to the forecastle. I had retreated with my men to the larboard waist, so as to place the long-boat between us and the assailants, and directed them to be sure of their aim, and fire—they did so, and ten of the pirates fell to rise no more. “Now lads,” shouted I, “your pistols and cutlasses, and the day’s our own.” We made a desperate rush, a sharp hand-to-hand struggle ensued, and we were the victors, having the Black Bloodhound himself among the prisoners. In an instant the American darted at him, tore the mask from his face, and I beheld the handsome features of my coffee-house acquaintance at Havanna. I had not a moment, however, to bestow upon the recognition so as to renew our intimacy, for about a dozen men had crowded back into one of the boats, and were making off on their return to the schooner. The second carronade, however, speedily supplied the place of that which had been discharged, and, pointing it myself, I awaited the dispersion of the smoke to ascertain the issue. On its clearing away, I saw the boat filled with water, and the men who yet lived were swimming around her.

A loud shout abaft now attracted my attention, but the smoke from the gun still clung to the rigging aloft, yet I could indistinctly see the American and Jackson, and several of the men, clustered together at the gangway, and following the direction of their looks up to the main-stay, there was the body of the Black Bloodhound, writhing in the convulsive agonies of death—Amos was right—his hour of retribution had come.

I hastily ran aft to stay this illegal execution, but was too late—the carcase which but a few minutes before had been full of life and animation, now hung-suspended without motion—the vital principle had fled.

Amos knelt upon the deck, the blood flowing freely from fresh wounds he had received in his breast and on his head, and presenting a most ghastly spectacle. "Lord, now let thy servant depart in peace," uttered he, in a low but fervent tone; "Thou heardest my petition, and hast granted the prayer thereof, blessed be thy holy name." I shuddered to hear the Deity addressed in terms of gratitude for the indulgence of revenge, and should have expressed my disgust, but a shot from the pirate came crashing through the bows—and Amos lay at my feet a headless corpse.

"The schooner means boarding, Sir," shouted O'Brien. "Up helm," cried I, running aft—"tend the braces, men, and trim the sails, as she gathers good way." The ship payed off, and the schooner, observing our manœuvre, gave us a broadside, that scratched two of my men out of the book of life, and wounded three others. I must own that a sickness of heart came over me when I witnessed this destruction of so many of my gallant band; but Jackson suddenly aroused me by a shout—"the ship, Sir,—the frigate—hurraa, I knew old Ironsides (the name by which the Captain went amongst these men) wouldn't leave us—hurraa boys!—every b——y rogue on'em will be strung up like ingons."

I looked, and there, sure enough, was the dashing craft emerging from the fog, under a heavy press, and coming down to our rescue. One of the pirate's boats was yet lying under our bows—the frigate was too close for the schooner to get away; besides, the master-spirit that had ruled their actions was no more; so manning the boat with six men, I prepared to board. In another quarter of an hour I stood upon the pirate's deck—no creature was to be seen, but mangled dead and wounded lay in all directions. I brought the vessel to the wind, hauled her helm a-lee, and then went into the cabin, urged by an irresistible impulse, to ascertain the fate of the young females.

They were there—the eldest was sitting crouched in a corner, her long hair hanging over her neck and bosom, and her eyes wildly glaring with unnatural ferocity. The youngest was extended at full length, with her head resting in her sister's lap, and her face turned up with a fixed expression on the countenance of the elder. I spoke soothingly, but the only answer returned was an hysterical laugh—alas! one was a maniac, and the other a corpse!

The boats from the frigate boarded us soon after, and my command was transferred from the Yankee to the schooner—the body of the chief still hung at the mainstay, nor would Captain —— suffer it to be lowered down—and a fair breeze springing up, we steered for Jamaica; and entered Montego Bay with the human sacrifice still exposed. Upwards of forty of the pirates had been killed or wounded, and the rest expiated their crimes on the gallows. The young surviving female of the American family never properly recovered her reason, but she inherited the property of her father, and lived upon it many years, refusing every offer of marriage that was made to her.

The uncle and niece were buried in the same grave. The planters very handsomely presented me with a valuable gold-mounted sword, and the men with ten doubloons each: the beautiful craft was purchased into the service, raised upon, and spoiled; and the body of the pirate chief, enclosed in an iron frame, was suspended from a gibbet just above high-water mark—a signal instance of just RETRIBUTION.

THE KAFFIR WAR.

No. III.

OF all uncomfortable bivouacs, this [at Trompeter's Drift] was the worst: the ground selected was on the top of a hill, about 400 yards from the Fish River. It was barely dark, ere it commenced raining in torrents; and the state of discomfort may be imagined. The men, and most of the officers, having no clothes but what was on their persons, and there being no bush to afford shelter from the wind, its benumbing effects were keenly felt.

Morning at length dawned, and presented a cheerless sight. Groups of hungry mortals in vain labouring to light fires, whilst the wet wood resisted all attempts at ignition; and, as if to prove the truth of the adage—"Misfortune never comes single," we were greeted with the tidings of no biscuit or spirits remaining, and that the river had risen during the night—so much, as not only to be totally impassable, but its water to be hardly drinkable, except by those who had nothing else. The Fish River, owing to the thunder storms in the mountains, often rises twenty or thirty feet in the course of a few hours, falls as rapidly, and again rises as suddenly.

Oh! ye members of the Temperance Society, would that ye had shared our bivouac on this accursed spot! The quantity of earth carried down from the upper parts of the country, with the large portions of the river's banks which these sudden and violent fresher naturally detach, form a sort of liquid mud, so that, although the river was fully forty feet deep, I do not exaggerate when I say that its stream was as thick and black as the strongest chocolate. All who have ever seen the Fish River swollen will bear testimony to the truth of this assertion.

This day (6th) Colonel England departed for Graham's Town, to make his report in person; leaving the remainder of the officers to ruminate over the pleasures of tough beef and liquid mud. But as there is an end to everything, so was there to this; as on the next evening (7th) we were surprised by the arrival of Colonel Smith and Major Cox, who informed us that a force of 400 men, and one 6-pounder gun, were on their march, and might be expected the following day. The next morning the bivouac presented a more animating appearance*; and as the river continued to rise, and every prospect presented itself of our remaining here some days, we set to work to erect temporary huts of the mimosa bush, as a sort of shelter from the dew, which in all hot climates is as heavy as rain.

The river continuing to rise, Colonel Smith was under the necessity of reconnoitring the enemy's position from this side, and making his arrangements as well as he could from the information of those who, from having had farms on the river, were well acquainted with the localities of the country. At last, on the 10th, the impatience of all was allayed by the river beginning to fall; and the next day (11th) it was deemed fordable.

Accordingly, at seven P.M., the troops crossed, after some delay, and

* The hottest day I ever experienced in South Africa—a hot blowing wind, and clouds of dust almost enough to suffocate even a camel.

in two separate columns—the one under Major Markham, 72nd Regiment; the other under Captain Halifax, 56th Regiment—marched in direction of the Kloofs, at the bottom of which they were to halt, and wait for sunrise to attack. The cavalry and guns had already proceeded along the road, towards the Chesie River, in order to get in rear of the Kloofs, and thereby cut off the retreat of the enemy (that is, as far as is possible with savages); while Lieutenant-Colonel Somerset moved on the right from Kaffir Drift; and Lieutenant-Colonel England, who had marched to Commatrey's Drift with 200 men, advanced on the left: thus the operations were simultaneously carried on through the whole of this wide and extensive bush.

The different divisions arrived on their ground about twelve at night; and the men lay down in silence, being almost amongst the enemy. At an hour before sunrise the march was resumed, through paths and bush impervious almost to all but the savage, and those who from profession or necessity were now employed in the difficult task of dislodging him. Indeed, were it not for the services of that able pioneer the elephant, many parts of these dense and thorny forests would be absolutely impenetrable—as, choked with underwood, and interlaced with rope-like creepers, it required the greatest exertion to force a passage through them.

Daylight, however, partially smoothed over difficulties; and the deep lowing of the cattle in the bottom of the wooded ravines, mingled with the loud and almost incessant barking of the numerous Kaffir dogs, was a certain indication that our work was not far off; while the distant booming of the cannon informed us that the attack had already begun. Throwing the men into the bush, as an experienced huntsman throws off at a covert side, we commenced our share in the labours of the day. The enemy fought well, taking every advantage of the difficulties of the country; in some parts making an open and determined stand; in others using every bush as a source of annoyance. But they soon found the superiority of their opponent—whether on the open, or in the thicket; and after a most fatiguing work from four to eleven A.M., we at length emerged from the bush, driving the cattle before us; and on reaching the appointed place of rendezvous were joined by Major Gregory and the burgher horse. In about two hours the whole of the force was collected, and we had the satisfaction of finding ourselves in possession of upwards of 5000 head of cattle, and many horses—having inflicted severe loss on enemy, whilst ours was comparatively trifling.

The Kaffirs, however, although discomfited, were not dispirited; and like experienced soldiers, some of them placing themselves in ambush near the only water in the neighbourhood, picked off every man who approached; whilst others, creeping unobserved within some yards of a group of officers, who were resting themselves on the grass, fired into the midst of them, but fortunately without effect.

Having cleared these thickets of the few stragglers who remained therein, the column marched along the heights in the direction of the Guanga, at which rivulet we arrived at eight P.M., and then commenced the troublesome and annoying task of securing the cattle for the night; but, fortunately for us, we found an extensive Kaffir garden*, fenced

* A Kaffir garden is no more than the ground scraped with a hoe, and sown with pumpkins and corn.

in with mimosa bush, capable of containing the whole, so lighting fires around; and planting sentries, we began to attend to our own comforts.

The soldier's is a life which, with its many pleasures, is accompanied by numerous and counteracting evils; and although we know that war is a game of danger, and that the eventful profession we are embarked in has a tendency to blunt our feelings (to a certain degree) towards those unavoidable and oft-occurring accidents attendant on it, yet his feelings must be torpid, indeed, who is not affected, and deeply, too, at the death of a brother-soldier (officer or private) who falls by the hand of a comrade, however unwittingly; and a melancholy accident of this nature I have now to narrate.

It appears that the column under the orders of Major M'Lean, having reached the place of destination, found that the bush was so thick, that the Major judged it expedient to advance until he came to an open space, where he halted. The two companies of the 72nd were drawn up at quarter-distance column, with the few mounted Hottentots, who were along with them, under Lieutenant Sutton, 75th Regiment, on one flank, and their officers in the interval between the two companies. Sentries were posted; and every precaution having been taken which experience and professional knowledge dictated, the men lay down. In about an hour after, a private of the 72nd, either talking in his sleep, or suddenly awakening, still labouring under the effects of a dream, gave the alarm of the enemy, and seizing his firelock, discharged it. Instantly the two companies started on their legs, and fired a volley into each other—bewildered from their alarm—not knowing what they were aiming at, or even what they were doing—each supposing that as the other was firing, he must do the same. They kept up their deadly discharge for some moments, until the voices of their officers being heard above the tumult, discipline regained its sway, and the men came to a sense of the awful consequences of their alarm, by observing the mangled remains of four of their comrades lying beside them, whilst the groans of others plainly showed that the fatal effects of their fire had not been confined to these alone.

The next morning (13th), having given the cattle over to Colonel Somerset's force to be driven to Kaffir Drift, we marched along the waggon road, through the rugged defiles known by the name of Trompetter's Poort, to our bivouac on the Fish River, where the waggons had been left with the supplies, and arrived late at night.

The next morning at sunrise we were surprised at hearing very heavy firing in the direction of Colonel Somerset's bivouac, which continued for some hours; and supposing that the enemy might have made an attempt to recover their cattle, Lieutenant Wade, 72nd Regiment, was despatched to know the result, which turned out to be the Boers firing at Hartibeasts—*parturiunt montes ridiculus mus nascitur*.

This evening (14th) we prepared to cross the river; as Colonel Smith, conceiving that he had not achieved anything as long as the last of the enemy remained in the bush, resolved to attack them again; and at seven o'clock marched—the infantry at the ford below the bivouac, while the cavalry, moving about three miles higher up, passed at a deep and rapid drift, and struck off into the Kloofs, taking a direction leading to the rear of the position which the infantry were to attack at sunrise.

After a long and toilsome march, being (for the most part) forced to lead our horses, owing to the steepness of the hills, we at length halted about half-past twelve o'clock until three next morning (15th), when the march was resumed. The enemy had, however, discovered the inutility of their remaining any longer in these fastnesses, and the greater part had fled during the previous night: those who did remain, however, were determined not to yield without resistance, and in many parts made a resolute stand, but without success, and after some hours' skirmishing fled in every direction.

The whole of the troops assembled at twelve at noon, having captured between 3,000 and 4,000 head of cattle; and although the skirmishing was not as warm as it had been on the previous day, yet the labour was the same, and the difficulties to be surmounted equal, if not more formidable.

Having collected his forces, Colonel Smith placed the captured cattle in charge of the boers (Dutch farmers), under the command of Major M'Lean, to be conducted to the Guanga, whilst, with the infantry, he retraced his steps, scouring the Kloofs and bush, down to the bivouac, at which he arrived about nine at night, after a most fatiguing day's work on the men, as they had been marching from three in the morning (with an interval of only two hours), and during this time had been engaged with the enemy, struggling to overcome the difficulties before mentioned, and suffering from the effects of heat and thirst; the former of which was suffocating, especially in the Kloofs.

The cattle, in the meanwhile, proceeded along the ridge of heights overhanging the Keiskamma; and fortunate was it for the officers in charge that the enemy was so scattered and disheartened as to be unable to make any attempt to recover it—had they (even a small number of them), they must have been successful in regaining the greater part; as the boers, unaccustomed to any sort of control, abandoned their charge, and scattered themselves over the country in search of water, whilst many of them quietly rode on to the place at which they knew we were to halt for the night, leaving above 2,000 head of cattle to be guarded and driven by two officers and five Hottentots. The next day (16th), about three o'clock P. M., Major M'Lean arrived at Trompeter's Drift, with all his charge. The heat of the day had been excessive, which, added to the exertions of the officers to keep anything like order or regularity amongst the boers, and the labour and fatigue of cattle-driving (which no one knows but he who has been thus employed), made the bivouac appear like a haven of rest. But this it was not to prove at all, as Colonel Smith, who was departing for Graham's Town, gave orders for the cattle to be driven ten miles further, both for the sake of better pasturage, and the necessity of removing them from the neighbourhood of the bush. Accordingly, at four o'clock P. M., the whole of the boers and irregular Hottentots, under command of Lieutenant Sutton, 75th Regiment, proceeded with the cattle, which amounted to above 5,000 head; and ere they had been an hour *en route*, a scene of indescribable confusion took place. The line of march, on account of the number of the cattle, and the narrowness of the path, occupied above two miles, whilst the want of officers, added to the utter contempt with which, at this stage of the war, the boers treated all authority, rendered any attempt to keep order useless.

It is the custom of the boers, whenever they are returning from any service, and indeed on all occasions of festivity, such as birth-days, &c., to display their delight by frequent discharges of fire-arms; and here commenced a general fire amongst them, which was taken up by the Hottentots, many of whom were excited by the* small quantity of spirits which had been served out to them at the bivouac; and this useless expenditure of ammunition continued above an hour. Neither entreaties, oaths, or blows, could put a stop to it—and indeed the last remedy was not advisable—as the boers, from their generally living solely on animal food, are a stout athletic race; while the Hottentots, in their present humour, would have thought nothing of lodging the contents of their firelocks in the body of any who should employ it. At length, some hours after dark, we arrived at the place appointed for the halt; and, after a labour of an hour and a half, to collect the cattle, which had been necessarily divided into clumps for the purpose of being driven with greater ease, we at length succeeded in getting them together; and, as usual, lighted fires around them; whilst the dull and useless boers employed themselves in attending to their own comforts; and, deaf to the voice of authority, would not render the slightest assistance.

The next day, having marched at sunrise, the same scene was repeated, but, fortunately, was of shorter duration, owing to the ammunition becoming soon exhausted; and here was proved the mischievous effects of such useless firing: as Captain Tyssen, 75th Regiment, who was on his march from Commatrey's Drift, knowing that the cattle were also *en route*, and supposing us attacked, made a flank movement for our support—thereby giving his men an unnecessary march of seven miles. About eleven o'clock we were overtaken by the remainder of the troops under Major M'Lean and Captain Halifax †, who had left Trompeter's Drift at twelve o'clock the preceding night: and, after a long and toilsome day's march, we arrived in Graham's Town at seven o'clock P. M., having completely driven the enemy from a position which he hitherto had deemed impracticable to any but himself, as he had never seen British troops enter bush before—taken immense herds and flocks, and caused him severe loss; whilst ours, although trifling, when compared to that sustained in European warfare, was greater than had been experienced in any former contest with the Kaffirs—amounting to fourteen killed and twenty wounded. This, considering the enemy's want of skill in the use of fire-arms, may be considered as severe.

The loss of the savages could not be accurately ascertained, as their custom is to conceal their dead as much as possible. But from the accounts of two Hottentot deserters, who came over to us during the operations, it must have been immense, as has since been proved from the heaps of skeletons found in the bush, and also from the confession of the Kaffirs themselves since the peace.

* Ration of spirits to the Hottentots was only half a gill, and even that served to make them troublesome and noisy for a few hours.

† These officers had turned out for our support, on hearing the firing the day before. It was the old fable of the wolf, the wolf.

THE JUMBI SNAKE.

No doubt you have all heard of Prince Rupert's bay in the West Indies, and of the two Cabrites; but if not, how am I to describe them to you? Mayhap though you have seen Cork harbour and the Cove; well, then, barring there's no Spike Island, or Haul-bowling, or Cove town, with its holy ground, or the river Lee, with its smiling banks of Glanmire and Black Rock, not forgetting Mick O'Brfen's steam-boat, or Monkstown Castle and the Giant's Stairs—barring all these trifles, I say, Prince Rupert's bay and Cork harbour are as like each other as two eggs. As for the Cabrites, it is only an outlandish name for a mountain of rocks and stones, trees and bushes.

In one of these Cabrites, right over a swamp, or what in Ireland we call a pretty turf bog, lives the Jumbi snake, and a terrible sarpint he is; for although the neagers call him a snake, in my mind he is no more a snake than I am, but a downright sarpint. He is as big as a barrack, or, what's plainer to you, who have never travelled in foreign parts, as an Irish cabin; and he has two combs upon his head—one of the brightest gold that ever bore his Majesty's picture, and the other of the beautifullest silver, for all the world the moral ditto of the big soup-tureen when it is polished up for a company day at the grand house. His body is as deep a scarlet (save us and bless us!) as the priest's boy's vestments, and his tail branches out with feathers just like a peacock's, only ten times as large. Sometimes he crows like a cock, and it's then the thieving rogue coaxes all the little turkeys and fowls, and ducks and chickens into his den, and a fine feast he makes of the poor disconsolate creatures. Sometimes he sings like a crapaud (which is the *French* for a frog—not your dawning half-starved frogs you have at home, but lively able-bodied chaps that the planters often catch and clap under a cart to draw home the sugar-cane from the fields): when he tunes his pipes in this way, it's then the simple sheep and goats are seduced by the sarpint. There's no escaping him—for man and beast are all fish that come to his net; and if any body looks at him, so sure as he does, his head turns and he goes walking round and round the mountain until he drops down dead from fatigue.

I only heard tell of one person who came face to face with the jumbi snake. His name was Fagan, a soldier in the 60th regiment—one of the boys of the widow Fagan, who kept the Cross Keys near the Curragh of Kildare. Well, one fine summer's evening—not that there is any winter in the Indies, for it's always as hot as Mrs. Casey's kitchen when she is vexed—Mick Fagan was drinking with some of his comrades in the canteen (which means in *French* a shebeen house). They were discoursing of the Curragh, and the races, and ould Ireland, when a friend began to talk about the Jumbi snake—"Ah, then, what are ye speaking of?" says Mick. So the other up and told him about the sarpint, and about the two combs on his head, and about his crowing like a cock, and how nobody had gone face to face with him. "Oh, then," says Fagan, "'tis I am the boy that will pay him a visit." "Will you?" says one, and "Will you?" says another; and "I dare you," says one, and "I dare you," says another. "Do ye?" cries Fagan—"I'll hold ye a bottle of rum"—for in that desolate place you could not get even a crapper of whiskey for love or money—"I'll hold

ye a bottle of rum," says he, "that I'll shake hands with the sar-pint this blessed night!" "Done!" cries all of them; and down they sat, and drank the rum, for sure it was all the same whether they drank it afore or after, no matter who won the bet; besides, if any harm came to Fagan, it was but fair that he should have his share of the liquor beforehand. So, when they had finished, up jumps Mick—"Good night, boys!" says he; "it's time for me to be going;" and sure enough off he went, with a hop, step, and a jump. "Good luck attend ye!" cries all of us; and by the same token we sat down and took another bottle to wish him success.

Now what he saw that night he often discoursed of to me afterwards, and although some people say he was dreaming, and others he was drunk, my mind is he told nothing but the truth; but fair play is a jewel, so I'll give you Mick's story, and as near as I can in his own words.

NICK FAGAN'S STORY.

"When I left the canteen," says he, "the spirits and courage was in me; and good reasons why, for I had been drinking plenty of ould rum, and I never knew fear in all my born days, except when Father Murphy used to catch us playing hurley of a Sunday after mass, and which was clean against the rules of the clargy. The night was fine and clear, and, of all nights in the year, what should it be but the blessed St. John's eve, when the fairies and good people go walking about as much as they please. By the powers, thinks I, if I had remembered this afore I started, I would not have made the bet; for my mother (rest her soul) always told me it was unlucky to be walking about of a St. John's eve; and moreover I had not even a slip of witch elm with me. But the drop was in and the wit was out, so on I went as bould as you please. I soon passed by the ould artillery-barrack—a dismal dark-looking building it is, and where both officers and men used to die like rotten sheep—and on I came to the government-house. Why they should call it a government-house myself can't tell, for I never saw any governor in it, except some rusty muskets and old swords; and I kept as far as I could, you may be sure, from the hole where the black mutineers of the neager regiment was buried: but for certain I heard a great rumbling of bones. Maybe, says I to myself, the poor creatures don't lie easy—and how could they, for they got no Christian burial, but after they were blown to smithereens their bodies were thrown in a heap into a big pit, and stones and rubbish pitched over them, and not one mass said for their souls.

"At last I reached the north-west lines and the guava bushes. Now these same guavas means strawberries; not that they are like our strawberries, but big limmons growing on trees as large as a two-year-ould potatie. Here I began to ascend the hill, and hard work I had of it; for the path was bad, and some heavy rains had lately fallen on; so I went slipping from right to left, just as if I was in liquor. By-and-by I reaches the guard-house. Now betwixt the guard-house and a powder-magazine is a steep flight of narrow stone steps; and after getting up them, you come to the flag-way that leads to the highest battery. The place was here as dark as pitch; and I don't know how it was, but something whispered me, 'You're a mighty great omodhawn, Mick Fagan, to be hunting after sar-pints and varmint on a blessed St. John's eve.' But I would not regard the warning; and as a faint

Heart never won a fair lady, I put a bould' face on it, and dashing up the steps, ran along the path, and never cried halt until I came to the battery. Here there was just enough of light to let me see the bay lying as quiet and calm as a big duck-pond, and the mountain they call the Barber's Block, with its fairy light—although some people say the light is only the neagers hunting for crabs, for in this country the unnatural beasts of crabs leave the salt water, and run away gallivanting and rollicking among the trees and the mountains. At my feet lay the swamp—a terrible big bog with fifty millions of jacky-lanterns and dead men's lights frisking about. Well, I leaned up again a 32-pounder, just to take breath, and I began a thinking and thinking. The sea reminded me of the bay of Dublin, and the mountain of the hill of Howth, and the swamp brought up the sweet bog of Allen; then followed the Curragh of Kildare, and the races, with Mr. Caldwell's 'Whalebone' and Colonel Battersby's 'Limerick Lass,' and my poor mother's cabin, and my little brothers and sisters, and the days far and gone long afore I listed—the thoughts came tumbling upon me like friends to a wake, when what should I hear but a cock crow! However this did not disturb me; when again another crow comes louder than the first one. 'Why then bad 'cess to ye for birds,' says I to myself, 'it's mighty early for ye to begin to wake,' when up rises a murdering big crow, as if all the cocks in a fair had but one voice. This at once brought to my recollection what I came for, and I was preparing to move, when somebody just near my elbow says—

" 'Good night to you, Mick Fagan.'

" 'Good night kindly, Sir,' says I, 'wifo ever ye be.'

" 'Do you know who I am?' says the voice.

" Now I suspected this was the very identical sarpint, so I determined to speak fair and easy to him. 'No, sir,' says I, 'how should I, having never had the pleasure of hearing you speak afore, and, besides, the night is so dark I can't see your honour.'

" 'I have caught you there, Mick Fagan,' cries he—'you see me well enough, only you pretend you can't.'

" And true enough for him, for I could disarn a big black thing like the pictures I have seen of the oorkadales right forenent me.

" 'Did you ever hear talk,' continues he, 'of the Jumbi snake, and his two combs?'

" 'Sometimes I did, my lord,' says I; 'but I never heard mortal man say a bad word of him, but always that he was a well-behaved civil gentleman of a sarpint, and much respected by both rich and poor, and one that attended the mass and patterns mighty regularly.'

" 'Oh bother, says the pinkeen when he swallowed the salmon—do you see a pickaxe in my eye,' cries the Jumbi, 'that you think to come over me with your blarney? But would you like to see my two combs?'

" It was then, you may be sure, I wished myself clean and clear out of the devil's claws, for I thought it was down the banks with me. 'Oh, sir,' says I, 'it is not the likes of me that would wish to give any gentleman the trouble to show me his combs, or anything else belonging to him; but if it is pleasing to your honour, as the night is so dark, I'll just run down to the barrack and fetch a light up in a jiffy.'

" By this means I thought to escape, but the villain was too cute for me.

" 'Stop, Mick,' says he, 'I will not trouble you to go so far; sure I

have got eyes of my own, and you can see with them; besides, I must entertain you before you go, and send you a different way home, from the one you came up.

"Oh, by the table of war, thinks I, this is coming to the point, as Larry Tool whispered to his bracket hen when he was spitting her; I am done for now entirely, because I knew well there was but one road down the mountain, and that was the one I had come up, and moreover I wondered how I could see with his eyes, and not with my own; but the murder was soon out, for he opened two big saucer eyes, that the cunning chap had kept close shut afore, and they were for all the world as if he had fifty lanterns of all sizes and colours shining away in each of them; the place about us was as bright as the noon day, and I felt the heat just as if I was standing toasting forenent a roasting kitchen fire. On the top of the sarpiint's head were the two combs of burnished gold and silver, and covered with diamonds, and emeralds, and pearls, and all kinds of precious stones.

" 'Do you see my two combs now,' says the snake, 'and did you ever look upon the likes of them afore?'

" 'I see them quite plain, my lord duke,' answers I, 'and they are the grandest I ever clapped my two eyes on, barring the one my lady, Mrs. Battersby of Kildare, used to wear in her head, when she went of a St. Patrick's night to the Lord Lieutenant's feast at the Castle of Dublin.' No sooner was the words out of my mouth than I wished them back again, for I feared I had vexed him.

" 'Mrs. Battersby's comb,' says the snake—'how dare you compare Mrs. Battersby's comb to mine?—is that the thanks I get for my trouble and civility to you? to talk of an ould battered comb and my beautiful ones in the same breath; why then bad luck to your school-master, Mick Fagan, who did not teach you better manners.'

"Now when I heard him abuse the mistress's comb, and remembered the many good glasses of whiskey I had from her, my blood rose, and I cried out, 'You need not be in such a pucker, my fine sarpiint—Mrs. Battersby's comb was neither battered nor broken; and as for your own comb, I believe it is nothing more than an ould tin hoop with some glass beads stuck in it.'

"But I had better have kept a civil tongue in my head, for his eyes blazed out like a flock of gas lamps, his body swelled up with rage as big as a church, and hitting me a lick with the butt-end of his tail, he shouted, 'Take that, Mr. Fagan, for your pains in coming to see me; I told you I would show you a new road down. Good night and safe home to you, my boy.' And then he set up such a crowing and laughing as if he was ready to burst his sides for fun.

"Well, the first blow sent me right on the top of the magazine, and as the roof was round as an apple, I spun helter-skelter off of it again, and away I went just like a hurley ball down the hill, knocking again this rock and upsetting that one—now tearing through a strawberry-bush and then rolling soft and easy through a marshy pool, and may be the crepau and crabs did not gallop out of the way—the creatures were bothered outright, not knowing what to make of me. Once I caught at a prickly-pear bush, but the thorns soon made me let it go again. At last I had nearly reached the bottom, when I came bounce slap upon some soft thing like a cushion, that gave a great crack and a splash. 'Oh/oy this and by that,' cries a voice that I knew to be a

frog's—' by this and by that, my back is broke into pieces of cheney !
 'pon my word, Mick Fagan, it's pretty divasion you are after, when you
 won't let a decent man lie quiet in his bed, but you must be jumping
 upon him for sport ; never mind, my lad, but I'll report you to the
 Captain in the morning.'

What happened after this I know not, for I became insensible, but
 the next morning I was found by serjeant Roiley, in a dead faint, lying
 against the canteen wall, when, shaking me by the shoulder, he says,
 ' Why then your soul to glory, private Fagan, you choosed a mighty
 snug place to sleep in. Where were you out of barracks all last night,
 and away from the company's drill this morning ? Stand up, my man,
 and let the provost—that 's the *French* for ax no questions—put his neat
 little knapsack on your back, and take a musket in your fist, and walk
 about for the next two hours ; it will prevent your catching cold and
 the night dew and morning air settling in your stomach, and giving you
 fever and agy.' "

J. U. S. Club.

L. S. O'C.

A NAVAL EPITAPH.

HERE peaceably beneath this old oak tree

Two sailors sleep ;

For years they wander'd o'er the fickle sea,

And braved the deep

All fearlessly.

They heard the cannons roar in deadly fray,

When Nelson lost his life, but won the day ;

And France and Spain,

Their banners humbled and themselves distress'd,

The British ensign candidly confess'd

Pride of the main—

Of flags the best !

But not alone amid the battle's strife

A foe they've met—

The gale has seen them struggling for their life,

Storm staysails set,

And mischief rife,

When baffling leaks the carpenters provoked,

And pumps by swallowing overmuch got choked

Mid heavy swell,

It might be said, whene'er she lurch'd a-lee,

So dropsical from suction would she be,

" All's well—all's well ! "

Malum in se.

Peace and old age at length brought promised rest ;

They anchor'd here ;

• The turf lies lightly on the gallant breast

That ne'er knew fear

When danger press'd.

• Now, safe from raging storm or battle's din,

Their souls, redeem'd by Him who knew no sin,

Find calm retreat ;

And when all bodies from the general wreck

Are muster'd by the angel of the cheque

Their souls to meet—

First upon dock !

Oct. 21, 1836.

JEREMIAH JEWELBLOCK.

STEAM COMMUNICATION WITH INDIA.

THE precise nature of the relation subsisting between Great Britain and India has been the subject of disputation. The controversy turns upon the meaning attached to the word colony. Dr. Johnson has defined it—"A body of people drawn from the mother country to inhabit a distant place." Mr. Mill disputed the accuracy of this definition, and showed that in numerous instances the word was used with a greater latitude than Johnson's authority would warrant. When the French Protestants fled from persecution in their own country, and settled in great numbers in England, they answered precisely to one part of the definition quoted—they were a body of people drawn from the mother country to inhabit a distant place; but no one ever thought of regarding the weavers of Spitalfields, or the denizens of the Seven-dials, among whom the wicked hero of Monsieur Tonson frolicked, as forming a colony.

Johnson's definition, again, is silent on the subject of government. A large portion of North America was originally settled by a body of people drawn from another country—England. While they remained subject to the parent state, these provinces were regarded as colonies. Having cast off their allegiance and set up a government of their own, they were no longer considered in that light, and no man would now speak of the British colonies of Philadelphia or Virginia.

Further—colonies settled by one country have frequently, by conquest or treaty, been transferred to another. This is the case with some of the West India islands, and European settlements in South America; and these possessions are spoken of as English, French, Spanish, or Dutch colonies, after the nation which has present occupancy. The Greek colonies, indeed, had their own government, and were independent of the mother country, and the Roman colonies were settlements of Roman citizens in the midst of a conquered people; but in our own times, we clearly mean nothing by a colony but a portion of territory separated from the parent state, but dependent upon it. It matters not whether the majority of the people trace their origin to the mother country or not. In North America the great mass of the original settlers were British. In Australia, which is still subject to the British Crown, the case is the same. In India the people are of a stock entirely different from those by whom they are governed. But India may, notwithstanding, be regarded as a colonial possession of Great Britain. In the West Indies the majority of the inhabitants—the slaves—are not of British descent; and if the islands which they inhabit are entitled to be considered British colonies, so is India, although the condition of the people is entirely different. The accident of slavery or freedom cannot affect the question. The essential characteristic of a colony, in the modern acceptation of the word, is not the derivation of its people from another country, but its existence in a state of dependency upon another country.

India, then, is a colony. And what a magnificent idea does this fact excite of the grandeur, the spirit, the physical energy, and the overpowering mental mastery of the country which thus holds within her grasp an empire so extensive, so populous, and so rich. The race of philosophers, who set facts at defiance, and spin theories out of the flimsy web of their own brains, may proclaim that the connexion is beneficial to neither party—that we ought forthwith to abandon our conquests—apply Cobbett's sponge to the records of East India stock, bonds, and debt—dissolve the Company—abolish the Board of Commissioners—and abandon the hundred and twenty millions of people under our control to be squeezed by native despots, as they ever were before the establishment of our power, and would be again if it were withdrawn. This may do for theorists and

paper-men, but the practical and *truly* philosophical will treat such schemes only with contempt and derision.

Colonial dominion is an important element of political power, and is so regarded by all except visionaries and dreamers. A colony is a fulcrum by which a state sustains its interests in distant parts of the world, and gathers strength to extend them. A widely diffused colonial empire is a testimony to the spirit, the enterprise, and sagacity of the country which has established it, and in this way such a dominion is strength and wealth. It may accord with the cold calculations of the utilitarian to sneer at the value of national character; but all who have studied the nature and history of mankind will be aware of its importance, even after setting aside all the loftier and nobler motives which urge men to uphold it. Does history confirm the dogmas of those who tell us that a colonial empire is a source of weakness, of which a country will do wisely to dispossess herself? Is Holland richer, more powerful, and more respected, now that she is relieved from the larger portion of her colonial cares, than she was when laden with them? Does Portugal occupy a higher place in the politics of the world now, than when her flag swept every sea in search of undiscovered regions? The decline of that country, and of Spain, have often been alleged to have resulted from the occupation of South America. Now that the painter has been cut, and the colonies set adrift from the mother countries, what is the condition of the whole—of parents and of children? The latter do not show any striking symptoms of being much the better for the change. As far as present appearances will enable us to judge, South America is destined long to remain a land of bandits, brigands, and buccaneers.

This, however, is not the question. It is to the parent countries that we are to look for a marvellous advance in prosperity and happiness. Has it taken place, or does it appear to be in progress? Is there even the slightest indication of its commencement? Can the human imagination conceive two nations, who have once attained any degree of civilization, to be in a state of greater weakness, or altogether in a lower or more degraded condition, than Spain and Portugal as they exist at the present day? It is true that their condition was unprosperous before the loss of their colonies—and an individual possessing a valuable estate may so mismanage his resources as to be in a state of poverty; but it would be absurd to say that the estate was the cause of his poverty—and it would be absurd to prescribe the loss of his estate as a cure for his poverty. If this would be absurd with reference to an individual, it is absurd with reference to a nation; and whenever a country suffers its colonies to drop off from weakness, or—if such a case be conceivable—is so polite as to relinquish them in compliance with the doctrines of philosophy, she has commenced that descent from which there is no return.

The strongest instance on the opposite side of the question is that afforded by the secession of the British North American colonies from the mother country. But those who quote this so triumphantly should, at least, give a fair view of the question. They should look to what Great Britain has gained, as well as to what she has lost. From the period when the thirteen stripes were cut off from the broad expanse of British dominion, England has been colonizing and conquering in other parts of the world to an extent altogether unparalleled. What would have been her condition had she sat down in silent acquiescence with her fate? Would she have been enabled to stand in arms against all Europe, led on by one whose transcendent talents were equalled only by the bitterness of his enmity? That leader did not think so—it was the “ships, colonies, and commerce” of England that he regarded as forming the principal sources of her strength; and it was to the destruction of them that he most determinately bent the energies of his powerful mind.

The very circumstance which is frequently held up as a reason for the

abandonment of colonies is, in fact, one of the constituents of their value. It is said that they require to be defended. They do: and the necessity of defending them upholds and sustains that military spirit without which no country can be safe; but which, from local circumstances, would in our own languish, if it did not totally expire, did not our colonies contribute to feed it. Military skill and military spirit are not the creations of a day. They must be long and sedulously cultivated, or when the hour of peril comes they will be wanting. A large army at home excites constitutional jealousy—an army in the colonies can excite no such feeling. Colonies thus enable us in time of peace to keep up a military spirit without even the semblance of danger to our free institutions.

The importance of colonies to the maintenance of our maritime greatness is too obvious to be insisted on. Our colonial and our maritime dominion have in a great measure risen together, and they will assuredly fall together. Colonies thus become indirect instruments of defence against domestic invasion. For safety at home, we should in case of danger look principally to our "wooden walls," and for their existence we are in a great degree indebted to our colonies.

The effect of colonial possessions upon the commerce of a country is too extensive a theme to be even entered upon. It must suffice to observe, that to a nation of manufacturers like England, colonies provide the two classes of persons of which she is most in want—producers to supply the raw material, and customers to take off the finished goods. It is said that the same commercial operations would take place between the countries if the relation of parent and colony did not exist. But it seems forgotten that the trade with the colonies continues in spite of war, so long as we are able to defend our possessions. A generation has not passed away since England saw her manufactures rigorously excluded from the continent, and the time may not be far distant when a similar exclusion may again be in force. Now domestic trade is not liable to these proscriptions; no one apprehends a stoppage of the trade between Sussex and Yorkshire; and the trade between Liverpool and Calcutta may be regarded as being almost as much a domestic trade as that which takes place between Weyhill and Leeds. It is liable to a somewhat greater variety of accidents; but so long as Liverpool and Calcutta remain under the same government, no foreign foe, nor any combination of foreign foes, can put a stop to it, nor, unless we wantonly neglect our marine, subject it to any serious inconvenience.

India is a colony—and its value is now perhaps likely to be better understood than it usually has been, from the interest excited by the agitation of a question intimately affecting our political and commercial relations with the East. For seven or eight years past, the propriety of establishing a regular and permanent steam communication between the protecting and dependent country has been discussed. The advocates of such communication have now assumed a very determined attitude. Money has been raised, petitions signed, agents retained, and the approaching Session of Parliament is likely to be enlivened by a very brisk fire from the steam-artillery of the East. The signal gun has already been discharged by Captain Grindlay. This gentleman, having been appointed Agent for all the Presidencies, has commenced his duties by the issue of a pamphlet on the State of the Question as to Steam Communication with India. The publication is concise, but it presents an outline of the principal features of the question; and it is, without doubt, remarkably well timed.

In the course of a pamphlet of less than forty pages, it was obviously impossible to exhaust the various topics which arise out of this interesting question: Captain Grindlay has, however, touched upon most of them, and by those who have as yet no acquaintance with the subject, his brochure will be found a useful introduction. He adverts to the various

plans which have been proposed for carrying into effect the great object sought, and to the various routes which have been suggested. Of the latter, the four following are the principal:—1st. By the Rhine, the Danube, the Black Sea, overland to the Euphrates, and thence to India. 2nd. By the Mediterranean, overland to the Euphrates, and down that river. 3rd. Round the Cape of Good Hope. 4th. By the Mediterranean, and the Red Sea.

The political objections to the first of these routes are so numerous, so obvious, and so cogent, that it is scarcely worth while to discuss its merits and preponderating demerits. The second route is also, for the present at least, out of the market, from the unfortunate success of Major Chesney's expedition to the Euphrates. From the outset, indeed, there seemed great reason to doubt the practicability of this course; and it is highly creditable to Major Chesney, that though sanguine in the expectation of success, he never attempted to disguise the difficulties of the undertaking. Could the physical impediments have been removed, the state of the country would offer a very strong objection to the adoption of this route. If the mail is to be lost, it may be better in the hands of Arabs than of the Russians, who might attack it at the mouth of the Danube: but it is better that it should reach its destination than fall to the share of either. Passengers, too, though they might be pleased with finding themselves on the waters of the great river, if they could navigate it in perfect security, might become nervous when they thought of the tribes which inhabit its banks. Ladies and elderly gentlemen, especially, might feel a repugnance to become butts for the improvement of young Arab marksmen, or for the exercise of those of greater experience; and the rencontres by land with the same picturesque persons might not always be perfectly agreeable—notwithstanding the romance attending them. The Euphrates project, however, is sleeping, and so is that which proposed proceeding by the Cape. Indeed, the latter is so little adapted for steaming, that the only cause for wonder is how it ever found advocates while another route was available. The route by the Red Sea has been attacked by various objections, but several of them have vanished upon investigation; and, probably, the only important one remaining may disappear upon further trial. It has been seriously questioned whether the passage to the Red Sea can be effected against the south-west monsoon. This has not been ascertained, but the highest nautical authorities are of opinion that it may. This opinion is that of men well acquainted with the Indian seas, and well acquainted also with what is effected by steam against difficulties which they believe equal to those presented by the south-west monsoon.

There has been a vast deal of discussion in India as to the selection of a starting-post there, and the discussion has partaken of the fiery character of the climate. Upon this incidental point, those who agreed upon the main question have divided themselves into angry parties. We do not know that any blood has been shed, but a great deal of warm breath has been expended, and much good ink poured out. The combatants are somewhat unequally matched, Calcutta, the seat of the government, and the capital of British India, being united with Madras against little Bombay, as the Bombay men feel a pride in calling their presidency. The question is, "Shall the communication be directed to Bombay only, or first to some central rendezvous, whence branch steamers may communicate with Madras and Calcutta, as well as Bombay?" The latter would appear to be the best plan, as it would give equal benefits to all. It would have the further advantage of extending the communication to Ceylon, and of bringing the line towards the Indian Archipelago. It seems, moreover, to be the general opinion that it would be more easily practicable than the Bombay plan. On the other hand, it would be somewhat more expensive, and in these days of economy that is a consideration not to be overlooked. But the total amount of the expense necessary for effecting the object is,

after all, quite trivial. According to a calculation attached to Captain Grindlay's pamphlet, it would fall short of 23,000*l.* a-year; and this is not a sum for which any reasonable Government—we might almost say any sane one—would peril the prosperity, perhaps the safety, of the most splendid empire upon the face of the globe.

The mode of establishing the communication—whether it shall be a purely public undertaking, or a private one receiving some portion of the public assistance—is a question of commercial or economical arrangement, less allied to the subjects to which this Journal is devoted than the others; but it is really pitiable that there should be any boggling as to the pounds, shillings, and pence part of the business. Nothing can account for it but the prevalence of that miserable economy which has of late become so fashionable, and which saves farthings while it sacrifices thousands. For the comfort of those who are tender upon this point, Captain Grindlay shows the strong probability that in a short time the scheme will at least pay its expenses; and the probable amount of them is so small that the extended correspondence which must be the result of a better system may fairly be looked to as forming a fund sufficient to defray it.

For the various facts and calculations we must refer to the publication, as we must also for a view of the numerous commercial advantages to England and India which the improvement of the means of communication between the two countries could not fail to produce. There is however one topic introduced which speaks to all, whatever the nature of their engagements, and on which a few words will not be misplaced before passing to the political bearings of the question.

India contains a large body of Englishmen, who have proceeded thither in pursuit of a variety of objects. Some of them are engaged in commerce, some exercising civil, judicial, and political functions, but the greater portion devoted to the Military Service, and thus upholding their country's honour and interests in a colony, while it is among the more distant of her possessions, is, beyond comparison, the most valuable. To commercial men the value of rapid communication is incalculable. At present it is often found necessary to incur the expense of expresses, which would be altogether needless were there a frequent and steady communication by steam. But it is not to the commercial importance of such an establishment that we would now direct attention, but to its inestimable assistance in facilitating family and social intercourse. The King's regiments in India, officers and men—the servants of the Company, civil, military, and marine—the judges, and a large body of the legal practitioners in the Supreme Courts—the bishops and the clergy—together with many of those engaged in the operations of commerce, are European born—European in their connexions, their habits, and their feelings,—European in heart and soul and dearest affections. Called by professional duties to India, their thoughts often wander homeward, while in the land from which they are temporarily absent there is many an anxious wish on their behalf—many an eye turned eastward with devotion as fervent as ever warmed the breast of the most ardent worshipper of the sun—many a heart alternately beating high with expectation of approaching tidings from those most loved, and sinking with disappointment as the fulfilment is deferred. Surely persons thus separated from their families, and the families from whom they are separated, have a demand upon our sympathies, and a strong claim to the establishment of any practicable means of mitigating their anxieties and facilitating their interchange of communications. They have this claim both as men and countrymen, but when we recollect that the greater portion of the European residents in India are persons stationed there for the public service, the claim becomes infinitely strengthened. Separation from country and family are privations sufficiently severe to render it quite unnecessary to aggravate them: in India they are rendered

more severe by the vast distance that intervenes, and the sudden and serious dangers to which the climate exposes those born and nurtured in a more temperate one.

But if these reasons should be insufficient—if the fact of a man's having devoted his life to the service of his country should be thought to afford cause for excluding him, and all that are dear to him, from the common charities of human nature—there are public grounds which render it highly desirable that every means should be adopted to improve the mode of communication between England and India. It is not to be wished that Englishmen in India should forget that they are Englishmen—that they should lose the principles, moral, political, and religious, which they have imbibed in their own country—but, on the contrary, that they should cherish them as their best inheritance. This cannot be secured in any other way so effectually as by facilitating communication between the two countries to the fullest extent practicable. The East India Company have formerly been sensible of this, and it has been understood—we are not sure that it has not been avowed—that the regulations with regard to ~~fur~~ though were intended as much for the benefit of the Service, by preserving a European spirit in it, as for the personal accommodation of the officer. The more England extends her colonial dominion, the greater will be her strength, provided she remembers that they are but limbs of her power—that she is the heart of the system from whence the blood is to be drawn that is to give life and spirit to the whole.

We shall now offer a few words on the political advantages of establishing a regular steam communication with India; or rather, we might say, the political necessity for such a step. British India has, on the whole, a compact frontier—all now appears tolerably calm within: but if we suppose that our power is safe beyond the possibility of being shaken by either outward attack or internal disturbance, we shall fatally deceive ourselves; and may, in all probability, be awakened from our dream of security in the most unpleasant manner. Captain Grindlay has just glanced at the long cherished designs of Russia in the East, but constrained, we suppose, by the narrowness of his limits, he has but glanced at them. They require, indeed, for their full development, a space which can no more be spared for the purpose in this paper, than it could in Captain Grindlay's pamphlet. The conduct of Russia towards Poland, and her scarcely dissembled intention of absorbing within her vortex the larger part of the Turkish Empire, have excited some attention; but her gradual advances towards our eastern dominions have scarcely been noticed, and neither the people of this country, nor their rulers, appear to entertain any just apprehension of the danger to be guarded against. Some attempts have been made to arouse them, but hitherto, it should seem, in vain. Russia, there can be no doubt, meditates, and has long meditated, a scheme of universal Asiatic subjugation, and her ambition will never be stayed until every spot of earth, from the Indian to the Arctic Ocean, from the Dardanelles to the China Sea, acknowledges her dominion. This is a design not to be achieved suddenly, and of this Russia is aware. She "bides her time," but she never suffers the opportunity for securing an accession of power or territory to pass by unimproved.

It should be fixed, therefore, in the minds of the rulers of India, that we have an enemy, active, watchful, and insidious, whose eye has long and unceasingly been directed to our eastern possessions: the danger may be, or may not be, remote. It may not occur this year, or next, or for many years to come, but it will arrive; and unless it be believed that men can be too early in a state of preparation for an impending danger, the period of which is uncertain, we should direct all our energies to meet and frustrate the blow when it descends. Look at what Russia has already achieved! See the Turkish Empire, mouldering away before her withering influence! Look at her encroachments upon Persia! Behold her the

mistress of the Black Sea, and the Caspian, and within a few days' march of the Euphrates! Combine these facts with the recollection of her ambitious and aggressive spirit, and ask if there is no ground for apprehension.

Our Indian territories, extensive as they are, would not satisfy her craving for empire—they would form a mere sop for her appetite; but they would be something in themselves, and they would be valued by Russia even less on account of the advantages which they produced to her than for the injury which their loss would inflict upon us. To lose India would be a serious blow to the greatness of England, under whatever circumstances the loss might take place: to lose it to Russia would be utter ruin to our national interests, and an utter extinguishment of our national glory.

Russia may not proceed at first by open attack. She is at least as formidable in the closet as in the field. She has emissaries everywhere, and India presents abundant materials for their employment. No candid and well-informed man will deny that the people of British India have, on the whole, gained much by the exchange of rulers; but, though the many have benefited, there are, of course, some who have suffered; and these will afford the fuel to which the Russians will only have to apply the lighted match. The dethroned Princes, their families and dependants, will readily listen to any one who will promise freely—and the Russians are not surpassed by any people in the world in the art of making liberal promises.

India, too, contains a larger number, than most countries, of that class of persons who hang loosely on society, and who rise in the morning without any very definite notion of the manner in which the portion of food necessary to carry them through the day is to be obtained. Further, the more decent and regular classes have suffered grievous changes by the destruction of the manufactures, the loss consequent upon which has not, as yet, been repaired by the improved condition of their agricultural resources. The great reduction of the Army, also, has acted unfavourably upon the people, to an extent almost equal to the financial advantages, by depriving them of the opportunity of honourable employment, and certain, though moderate, remuneration. A large portion of those, who, but for the reductions, would have been in the British ranks, might possibly have small objection to serve any other power. They are soldiers of fortune, and would be able to discern little difference between Russian pay and British. All these circumstances give Russia the means of acting against the British power, and no one, it is presumed, doubts her inclination. Should she use them and succeed, what will be the result. Our merchants and manufactures will be excluded from India, and, by being excluded from India, they will be excluded from the opening markets of central Asia. The vast number of persons dependent upon our Eastern Colonies for professional support, will be thrown upon the wide world, looking, probably, for some compensation from an impoverished country, which that country is unable to afford. The proprietor of East India stock will, perhaps, have his dividend settled in the same way as the present Government of Spain arrange these matters, for his claim is secured upon the territory, and when the territory is gone, his claim will be at least open to question: and the country, deprived of its brightest ornament, will soon become—what Portugal is now.

It is worth something to avert these calamities, and steam communication offers the probable means. The power of communicating with England in forty or fifty days, instead of four, five, or six months, as may happen, may be the saving of the Empire; and if the possession of this power is declined, on account of the few paltry pounds which it will cost, those who make the decision may be good arithmeticians, but they must be very incompetent statesmen.

The importance of steam communication, in the event of disturbance, has been urged on that ground only which is the most obvious—the hostile intentions of Russia. But disturbance may arise from internal causes, and if not repelled immediately, there are plenty of waiters upon fortune, ready to take advantage of our weakness.

Our experience in the Nepal war may satisfy us of this. The reverses which we met in the early part of that war gave courage to every malignant, and emboldened those who previously trembled at our name, to confederate for the purpose of expelling us from India; peace was at last concluded with the Nepaulese State, somewhat abruptly, to set the Government at liberty to turn its arms against the herd of meaner animals, who thought the lion enclosed in the toils. There are but two courses for England in the East—either to maintain her high position, or to withdraw from India altogether—and she must choose between them.

There is one other point on which we can only bestow a passing notice, which we the more regret, as it is altogether omitted in Capt. Grindlay's pamphlet, probably because he thought it too professional for the general reader.

In the inquiry before the Committee of the House of Commons in 1834, some attention was given to the suggested establishment of a steam flotilla for the purpose of defence, but by no means so much as the importance of the subject merited. If this were carried into effect, steam navigation would be rendered directly as well as indirectly operative in the protection of the territorial possessions and commercial interests of the British in the East.

It was proposed to substitute such a flotilla for part of the existing Bombay Marine, and the change was stated to be sanctioned by the judgment of Sir Pulteney Malcolm, Colonel Stannus, and other distinguished officers of both Services. The subject has been a good deal talked of at Bombay, but the only plan we have seen is that submitted by Major Chesney. In his examination that officer observed, "that in establishing a communication either by the Red Sea or the Euphrates it would be requisite to have other steamers in reserve; and therefore a flotilla of steamers at Bombay would work admirably in connexion with the steam, especially if it were to be substituted for some of the Bombay Marine."

To elucidate the working of the change as to expense, Major Chesney submitted a statement of particulars. He first detailed the expenses of a Bombay cruiser, and the instance which he took was that of the ship *Phosphor*, launched in September, 1824, 387 tons burden, mounting eighteen guns. The original cost of this ship was 13,000*l.*, as nearly as can be calculated by the conversion of the rupee into English money; and the annual charge for wages, victualling, &c., 6609*l.* To this last sum Major Chesney added eight per cent. on the original outlay for wear and tear, amounting to 1040*l.*, and four per cent. for insurance, making 520*l.* more; the total annual cost thus exhibited was 8169*l.*

There were twelve cruisers at that time on the establishment, and the entire annual cost was therefore about 100,000*l.* The annual cost of a steamer, according to the Admiralty returns of Sir C. Malcom, is 2965*l.*, and the annual consumption of coals in each of the several vessels 1100*l.* The total being only 4065*l.*, it will be apparent that if the facts be correctly stated, the cost of one cruiser is equal to that of two third-sized steamers. Major Chesney pointed out the advantages of such a species of force as steam-vessels would afford as a defence both against external and internal dangers, and expressed his opinion that it would be equally well adapted to offensive and defensive warfare, and would form an irresistible support to the British power in that part of the world.

Among other advantages he suggested that eight or ten steamers, each towing a light vessel or raft, might transport eight or ten thousand troops to any given point along the extensive coast up the Indus, the Euphrates, and other rivers. It is now, however, pretty certain that the Euphrates is

not a river for steaming, and the hopes entertained with regard to the Indus are far less sanguine than they were two years ago: but the value of such a mode of transporting troops coastwise is indisputable. No enemy, Major Chesney remarked, "could effect the passage of a river in the face of an armed flotilla of steamers acting with those who defended it, without its being known where he meant to make the attack," and from this cause he inferred that the operation would be attended with greater difficulty and greater loss than it had ever previously been: "Such a passage," he added, "as won the battle of Wagram could not be renewed on the Indus if it were defended by steam."

Waving all consideration of the practicability of the Indus for steam navigation, it must be remembered that sea-going boats are not adapted for rivers, nor river-boats for the sea; and therefore, to insure the full advantages of that important discovery which is effecting such rapid and mighty changes in society, we must be provided with two classes of boats. Major Chesney proceeded to urge, that if steam were adopted as the agent of communication with Europe, there were strong motives for extending its use to an armed flotilla. "Whether," said he, "we resort to the Persian Gulf or to the Red Sea, reserve steamers are equally indispensable for repairs; but by having a general establishment at Bombay the repairs would be effected there, and the packet duties taken in turn."

After adverting to the demands of the two lines, that by the Euphrates, and that by the Red Sea, he observes that "in the case of the Suez line being established"—and it is now pretty evident that it is the Suez line that must be established—"three steamers would be always absent from Bombay," and "presuming five to be the smallest number we could have for other purposes, the flotilla would consist of nine."

This flotilla of nine he proposed to divide into three classes of three each. The first class, with two engines of 120-horse power, he calculated to cost 18,000*l.* each; the second, with two engines of 90-horse power, 15,000*l.* each; the third, adapted to pirate and river service, with two engines of from 50 to 60-horse power, 11,560*l.* each. Further sums were added for duplicates of boilers, coal-ships, depôts, and a variety of incidental expenses, as well as for two steamers at Malta, Major Chesney's plan of communication extending to that island. The total annual expense exhibited was 102,992*l.* By the reduction of six cruisers, Major Chesney calculated on a saving of 48,894*l.* per annum; and from the postage of letters, upon an annual income of 54,116*l.* The two sums combined being 103,010*l.*, a steam communication with Europe would be secured, and an efficient flotilla of five armed steamers for general purposes, not only without increase of expense, but with a positive though small reduction.

It must be observed that this confines the communication to Bombay, but it is still a very tempting result, and is sufficient to stimulate further inquiry. The expense of communication with Malta is also now saved by the extension of the packets to Alexandria. Steam-vessels will undoubtedly become important instruments in future warfare; and it may be well for England if she take the lead in their adaptation and improvement with this view. The proposal of an armed steam flotilla is therefore one deserving all encouragement.

One thing is clear—in the establishment of a regular steam communication between Great Britain and India there is no longer any serious difficulty, and there ought to be no further delay. If upon this plan can be grafted one for the direct defence of our Eastern Dominions, we ought eagerly to embrace it as one of the greatest boons which the hand of science ever presented to our country.

When any subject begins to be talked about, there are always a number of floating rumours too absurd to receive credit from any person who will subject himself to the trouble of a moment's thought. A report has lately been circulated that the Euphrates plan was not yet abandoned; that it would still be the chosen line, and that Beirut was to be the Syrian port

in connexion with it. This is of course only idle talk. The harbour of Beirut is exposed, and the anchorage is bad. Here is a promising beginning. Next comes a land journey of several days, very objectionable for passengers, from the fatigue attending it, and rendered still more so by the chances of robbery, captivity, and death. These melodramatic accompaniments will certainly not recommend it to those who are fresh from Cheltenham and the Regent's Park. Lastly come the rocks, shallows, falls, floods, and tortuous windings of the Euphrates, with Arab shots still whizzing about the boats. These obstacles are hitherto unsurmounted, and to all appearance are insurmountable, for which reason, as no other is apparent, that line must have been chosen had such choice really been made. If there were actually such an intention for the purpose of benefiting Syria or any other part of the world, the object should be avowed; but this is not the line for the benefit of India, nor would the people of that country be satisfied with it. They call for the communication by the Red Sea which affords a practicable line. Its ridiculous rival does not; and an attempt to revive pretensions which have been decidedly refuted would only be regarded as a *ruse* of those in power to stave off the settlement of the question a little longer. As no such motive can be presumed, no such design as that of clinging to a defeated scheme can be apprehended.

MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED.

THE LATE MAJOR-GENERAL THE HON. SIR CHARLES J. GREVILLE, K.C.B.

Entered the service in 1796 as an Ensign in the 10th Regiment of Foot, which he joined in India, succeeded to a Lieutenancy by purchase shortly after, and in 1799 obtained his company. He was then on the Staff of the Marquis Wellesley at Calcutta, with whom he remained until the 10th was ordered to join the army under Sir David Baird, destined to operate on the rear of the French army in Egypt. He accompanied his regiment on its march across the desert to Cairo. In 1802 he obtained the Majority of the 38th Regiment by purchase, and in like manner the Lieut.-Colonelcy in 1805. He succeeded to the 1st Battalion by the death of Lieut.-Colonel Vassall, and took the command on its return from South America, in the autumn of 1807.

In this capacity it may be permitted to a brother officer and friend, who served many years under him, to pay a small tribute of respect. Whilst he secured the love and attention of his officers, he never lost sight of strict discipline or the respect that was due to himself. No one knew better how duty should be performed; but in reproving any neglect, or disobedience of orders, he never once made use of any harsh or ungentlemanlike language. During the time of his command there was no instance of an officer being brought to a court-martial. Indeed I have no recollection of any one having even been in arrest.

The claims of the non-commissioned officers were sedulously attended to, and many of the most deserving were provided for. One of the last acts of Sir Charles's life was to obtain an Ensigncy for the orphan son of a sergeant who, from modesty, had twice declined the honour for himself.

With respect to the regiment itself, I shall not fear to say that the 38th was inferior to no other, and never failed to obtain the approbation of every General Officer who inspected it. In command of it Sir Charles Greville embarked at Cork with the Army under Sir Arthur Wellesley that landed in Portugal in 1808, and was subsequently under the orders of Sir John Moore on the retreat to Corunna. The next year they were at Walcheren, and afterwards Sir Charles accompanied them to Spain, was present at Salamanca, in temporary command of General Hay's brigade in

the fifth division, and remained during all the subsequent operations. At the siege of St. Sebastian, he had the command of a brigade, and continued to act in that capacity with very short intervals until the conclusion of the war, preceded by the invasion of the French territory, the action on the Nive, and the operations on the Adour, terminating with the investment of Bayonne.

As to the satisfaction he gave in command of a brigade, I need only bring in proof that at a subsequent period, when the reinforcements from America arrived in such numbers at Paris, they were formed into what was called the 12th British Brigade, but which, in point of numbers, was larger than most of the divisions. Indeed it was a small Army of itself; and the administration of this large body was intrusted to Sir Charles Greville, who was still only a Colonel, to which rank he had been promoted 4th June 1813.

In 1819 he was promoted to the rank of Major-General; in 1832 appointed to the Colonelcy of the 98th Regiment; and in the course of the year just ended was brought back to his old regiment on the removal of Earl Ludlow to the Scots Fusileer Guards, which unfortunately he did not live long to enjoy, having suffered for some time previously from a lingering illness that obliged him to resign his seat in Parliament, and the germ of which he most probably imbibed at Flushing.

Sir Charles Greville, who was unmarried, was the next brother of the Earl of Warwick, and member for the borough from which his family derives its title. He died in London on the 2nd December, in his fifty-seventh year, and was buried in the family vault at Warwick, his regiment, the 38th, joining the procession on its passage through Weedon, and firing three volleys over the remains of their Colonel.

FOREIGN MISCELLANY.

RUSSIA.

MANNING OF THE NAVY, &c.

To every Russian ship of the line a regiment, or "equipage," as they term it, is assigned: it is composed of 1100 officers and privates, and suffices to man not only the larger vessel, but the smaller ones attached to her, agreeably to the following scale:—To a three-decker, a corvette or sloop;—to a vessel of 84 guns, two brig— and to a 74-gun ship, a frigate. In this way the seamen that man the fleet in the Baltic amount to not less than 30,800, and those that man the fleet in the Black Sea to 19,800; making altogether upwards of 50,000 men. The various divisions of the fleet are distinguished by blue, white, and red flags; but the colour of the flag does not designate the rank of the Admiral in command, as in our own Service. The corps of officers is recruited from the two Cadet Academies; that at St. Petersburg, which consists of 600 pupils, supplies officers for regular duty, while the other, which contains from 100 to 200 pupils, furnishes Masters for the ships. The whole of the cadets are embarked on board of the fleet every year, and sent to sea. The annual expense of the Russian Navy is 28,000,000 of roubles (about 1,280,000/ sterling) for the Baltic fleet, and 16,000,000 of roubles (about 730,000/.) for that in the Black Sea, forming a total of 2,010,000/. With regard to the building of their ships, the Russians have merely followed the model set them by American, French, and English builders; and with this avail themselves rapidly of any inventions or improvements made in other countries. There are scarcely any two ships alike in all the Navy, although the shipwrights and builders have mostly received their education in English yards. The Russia, a vessel intended to carry 120 guns, is now in course of construction in the yard at St. Petersburg, and being built with the best oak which the country affords, is calculated to last from twelve to fifteen years; but in general most of the Russian ships of war become unserviceable at the end of nine or ten.

THE ART OF WAR.

Baron de Jomini, Aide-de-Camp General to the Emperor, has just published a new edition (being the fourth) of his "*Pièces de l'Art de la Guerre*," a work affording an analytical view of the principal combinations in war, and their relation to state politics. The first edition, published about six years ago, has been translated into several languages, and was reprinted both at Paris and Brussels. A number of valuable and important additions, as well as emendations, have been made by the author to the present edition, which therefore forms a still more useful introduction than the former one to his "*Treatise on Military Operations on a large Scale*." This fourth edition is printed at the expense of the Russian Government, and the Emperor has directed that it shall be used as a textbook for the strategical studies of the heir-apparent. It is a thick octavo, and contains three plans; the price about eight shillings.

RUSSIA AND SWEDEN.

It is not to be expected that Russia should look with unconcern on the exclusion of her millions of subjects from the great highway of commerce, the Atlantic, or rest content without opening out to them a free access to regions whence the daily wants of civilized society are derived. In her present position the Sound and the Dardanelles, the only outlets through which she can conduct her foreign intercourse with the West, are in the custody of the stranger. It is a necessity almost of her independent existence that she should at least covet the opportunity of making herself mistress of the Swedish ports in Norway -- ports open at all seasons of the sea, and from which, during one half of the year at least, nature affords a channel of land communication far less costly and fully equal in facilities and rapidity to a railroad*. Her acquisition of Finland was the first step towards accomplishing this important object: it both brought her nearer to it, and made her arbitress of the fate of Sweden. The possession too of the splendid harbours, or "fjords," of the north-western and western coasts of Norway, would bring her into direct communication with every quarter of the globe which is accessible to navigation, and raise her at once to the first rank among the Naval Powers of Europe, at the same time that it would make her uncontrolled mistress of her own commercial policy. The Russian Cabinet would be indeed wanting in that discernment and talent which it is universally acknowledged to possess, were its eye not intently fixed upon this point. With the means at its disposal which the maritime command of the Baltic and the proximity of her military resources give it, there cannot be a doubt that Russia will profit by the first political convulsion which may embroil the Continental Powers to possess herself at least of the northern, if not of the southern, parts of Norway. Manœuvring ostensibly on the left of that immense line which stretches from Sebastopol to Archangel, she conceals from view the movement which she is preparing on the right of it -- a movement that promises her far superior advantages, and menaces Europe with infinitely greater danger, than can result from her encroachments in the direction of the Mediterranean. We are speaking from a knowledge of facts, as well as a sense of what Russia owes to her own independence and well-being. She maintains a military force in the isles of Aland, in the Gulf of Bothnia, utterly disproportionate to any local exigencies, and almost within sight of the Swedish shore; and the naval force she keeps up in the Baltic, amounting to twenty-two sail of the line, is equally out of proportion with any possible emergency which self-protection can contemplate.

* In the winter months there is at this time a direct and inexpensive commercial intercourse by land between Levanger on the Trondheim Fjord and Sundsvall on the Gulf of Bothnia, a distance of upwards of 350 miles; nay, even further, as far as Haparanda, in the vicinity of Tornea, a distance of more than 600.

Here are our proofs that she is prepared, on the first available occasion, to follow up her acquisition of Finland; and it should be recollected, too, that one of the fruits of the system of monopoly peculiar to the commercial system adopted by Norway has been to render the ties which bind the northern provinces, Norland and the Finmarks, to the mother-country exceedingly slender; in fact they are colonies, rather than integral parts, of that kingdom. Add to this, the majority of the inhabitants are of Finnish, not Norwegian, descent, and are dependent upon Russia for the necessities of life,—corn, meal, and whatever they need for prosecuting their fisheries; and this state of dependence has been aggravated by the treaty of 1828, which is the basis of the existing intercourse between those provinces and the White Sea. H.

AUSTRIA.

LINTZ.

Some time ago we noticed an experiment in fortification which had been made at this place by the erecting of round towers as its defences. This experiment, set on foot at the instigation of the Archduke Maximilian, appears to have failed altogether, for, on a recent occasion, heavy artillery having been brought against the towers in the presence of several officers of distinction, the firing, in spite of the imperfect manner in which the guns were served, completely demolished the first tower that was assailed.

THE SACRED SHIRTS OF THE TURKS.

Two of these curiosities are preserved in Austria; one found in the tomb of Kara Mustafa, the Grand Vizier, at Belgrade, being kept in the civic arsenal at Vienna, and the other in the Cistercian New Monastery at Wienerisch-Neustadt. The first of these is richer in gold-work and more tastefully decorated; but the last, which bears evident proof of having been worn, as part of the inscriptions on the neck are obliterated by perspiration, is far more copiously enriched with *sures* (devices from the Koran), prayers, cabalistic tables, and talismanic formulæ. Von Hammer, the celebrated Orientalist, has lately decyphered the whole of these inscriptions, which are in a very small character, and, when put together, sufficient to form a bulky volume of prayers. Abdulkirim Bey, Ayan of Pirawusha, who was taken prisoner at Varna, while on his journey from Vienna paid a visit to the monastery at Wienerisch-Neustadt, and, after inspecting the shirt in question, communicated the subsequent particulars to Von Tatischeff, the Russian envoy. "The majority of these shirts are made in Arabian Irak, or at Bagdad; but there is only one night in the year during which they can be made, and this night must be determined previously by astrologers as a fortunate one. During this single night it is requisite that the cotton of which the shirt is made should be spun, woven, cut out, and sewed, before the sun rises, by forty immaculate virgins. Should the wearer of such a charmed habiliment chance to be struck by a ball, the mishap is evidence either that due regard has not been had to the exact time prescribed, or that reasonable grounds exist for suspecting the immaculacy of the fair fabricants." Abdulkirim Bey wore a shirt of this description at Varna, and ascribes his escape, from even so much as a scratch during the siege, to its talismanic virtues.

SPAIN.

The following is a statement of the Spanish Army, according to the returns made at the commencement of 1836:—

STAFF.

6 Captain-Generals, 73 Lieut.-Generals, 159 Mareschals-de-Camp, besides almost double that number of Brigadiers,

ROYAL GUARDS.

| Regiments. | Squadrons. | Battalions. | Remarks. |
|-----------------------------------|------------|-------------|---|
| 1 Body Guards . . . | 4 | .. | { The 1st and 2nd are Horse Grenadiers, the 3rd and 4th Light Dragoons. 1 company. |
| 1 Halberdiers . . . | .. | .. | |
| 1 Horse Grenadiers . . . | 4 | .. | { Each of these corps have in addition a troop of Tiradores. |
| 1 Cuirassiers . . . | 4 | .. | |
| 1 Lancers . . . | 4 | .. | |
| 1 Chasseurs . . . | 4 | .. | |
| 1 Artillery . . . | 2 | 3 | Of 1200 men each*. Ditto. Ditto. |
| 4 Infantry . . . | .. | 8 | |
| 2 Provincial Grenadiers . . . | .. | 4 | |
| 1 Provincial Light Infantry . . . | .. | 2 | |
| Total . . . | 22 | 17 | And 1 company of the Guard. |

* Till the 16th of November, 1833, the battalions of Infantry of the Guard were only of 1008 men each, and those of the Provincial Grenadiers and Provincial Light Infantry of 826 men each.

LINE.

| Regiments. | Squadrons. | Battalions. | Remarks. |
|---|------------|-------------|---|
| 5 Cavalry; viz., Rey, Reyna, Principe, Infante, and Bourbon . . . | 20 | .. | { Each troop of Cavalry consists of 5 officers, 100 men, and 81 horses, having been increased to this force by the Decree of Nov. 16th, 1835. |
| 1 Hussars—Princesa . . . | 4 | .. | |
| 7 Light Cavalry; viz., Castilla, Leon, Estremadura, Vittoria, Albuera, Catalonia, Navarre . . . | 28 | .. | |
| 1 Madrid Light Cavalry . . . | 2 | .. | |
| 19 Infantry; viz., Rey, Reyna, Principe, Princesa, Infante, Saboya, Africa, Zamora, Soria, Córdova, San Fernando, Zaragoza, Mallorca, America, Estremadura, Castilla, Bourbon, Almansa, Ceuta . . . | .. | 57 | { Each battalion has 8 companies and 1200 men. |
| 6 Light Infantry; viz., Cazadores del Rey, Volunt. de Aragon, Vol. de Girona, Vol. de Valencia, Bailen, Vol. de Navarra . . . | .. | 12 | |
| 1 Albuera . . . | .. | 2 | |
| 1 Cazadores de la Reyna Gobernadora . . . | .. | 3 | |
| Total of the Line . . . | 54 | 74 | |
| Total of the Guard . . . | 22 | 17 | |
| Grand Total . . . | 76 | 91 | |

*** We have not included the English and French Legions, though component parts of the Spanish Army.

ARTILLERY.

- 5 Regiments of Foot Artillery of 2 Battalions each; the respective Headquarters stationed at Barcelona, Valencia, Sevilla, Corunna, and Valladolid;
 3 Brigades of Horse Artillery, at Valencia, Sevilla, and Valladolid.
 6 Brigades, of 2 Companies each, of fixed Foot Artillery, at Figueras, Mallorca, Malaga, Ceuta, Santona, and Pamplona.
 6 Companies of Obreros.
 1 Company of Gentlemen Cadets.

A numerous body of Engineer Officers, and
 1 Regiment of Zapadores of 2 Battalions.

42 Regiments of Provincial Militia of 8 Companies each—the Companies of 150 men.

- 1 Regiment of Mallorca ditto ditto.
 1 Company of Fusileers of Aragon.
 1 „ Escopeteros of Valencia.
 1 „ Caballeria de Lanzas of Ceuta.
 11 „ Veterans.
 1 „ Escopeteros of Andalusia.

Escuadras de Catalana—14 officers, 252 men.

NATIONAL GUARDS.

| Moveable. | | Sedentary. | | Total. | |
|-------------|-----------|------------|-----------|----------|-----------|
| Cavalry. | Infantry. | Cavalry. | Infantry. | Cavalry. | Infantry. |
| 740 | 25,665 | 15,409 | 369,052 | 16,140 | 394,417 |
| Grand Total | | | | 410,557. | |

FORCE IN THE COLONIES.

AMERICA—ISLAND OF CUBA.

- 6 Regiments of Infantry of the Line; viz., Galicia, Napoles, Espana, Leon, Habana, and Cuba—each of 1 Battalion.
 6 Regiments of Light Infantry; viz., 1st, 2nd, Catalana, Tarragona, Barcelona, Provisional, and Corona—each of 1 Battalion.
 4 Companies of Volunteers of Merit.
 1 Company of Veteran Horse Artillery; 1 Company of Select Horse Artillery.
 4 Companies of Veteran Foot Artillery; 1 Company of Obreros.
 6 Companies of disciplined Militia Artillery.

Engineers.

- 1 Regiment of Cavalry—Lanceros del Rey—of 2 Squadrons.
 4 Regiments of disciplined Militia Infantry; viz., Habana, Volunteers of Cuba and Bayamo, Puerto Principe, and Cuatro Villas—each of 1 Battalion.
 2 Regiments of Militia Cavalry; viz., Volunteers of Habana, and Dragoons of Matanzas—each of 3 Squadrons.
 3 Battalions of Infantry; viz., Pardos Leales of Habana, ditto of Cuba and Bayamo, Morenos Leales of Habana. These are troops of men of colour.

URBAN MILITIA.

- 8 Rural Squadrons of Fernando VII., each of 3 Companies, and each Company of 70 men.
 1 Troop of Cavalry of Puerto Principe.
 1 Company of Pardos.
 1 Company of Morenos.

AT PUERTO RICO.

- 1 Regiment of Infantry (de Granada).
 2 Companies of Veteran Artillery, 1 Company of Obreros, 2 Companies of disciplined Militia Artillery.

Engineers.

- 7 Battalions of disciplined Militia Infantry.
 1 Regiment of Urban Volunteers of 2 Battalions.
 1 Regiment of Cavalry (de Puerto Rico).
 4 Troops of Cavalry of Free Morenos.

ASIA—PHILIPPINE ISLANDS.

- Halberdiers of the Guardia del Real Sello, of 200 men, of whom 34 are Cavalry.
 1 Regiment of Infantry (Rey) of 18 Companies and 1000 men.

- 3 Regiments of Infantry of the Line ; viz., Reyna, Fernando VII., and Principe—8 Companies each.
- 1 Regiment of Light Infantry (del Infante)—8 Companies.
- 1 Regiment of Cavalry (Dragoons of Luzon) of 4 Squadrons and 560 men.
- 8 Companies of Veteran Artillery, 2 Companies of Horse Artillery, 1 Company of Obreros, 8 Companies of disciplined Militia Artillery, Engineers.
- 3 Battalions of Provincial Militia Infantry ; viz., Grenadiers of Luzon, Battalion of Pangasinan, Battalion de la Pampanza—forming a force of 3450 men.
- 2 Battalions of Light Infantry ; viz., Cazadores de Ilocos, and the Flecheros or Bowmen—each of 1000 men.
- 2 Sections of Grenadiers of the Marines, 150 men each.
- 4 Companies of the Urbans of Manila.
- A Corps of Invalids.

The Royal Military College is at Segovia.

• The Royal School of Equitation at Cadiz.

The Manufactory of Powder at Murcia.

The Manufactories of Flints at Zaragoza and Casaraboneta.

• The Foundry of Brass Cannon at Seville.

The Foundry of Iron Cannon and Projectiles at Orbaireta.

The Manufactories of Muskets and Pistols at Seville, Oviedo, Trubia, and Bilbao.

The Manufactory of Sabres, Swords, Lances, and Bayonets, at Toledo.

* The further information proffered by our Correspondent will be acceptable.—Ed.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Major Mackie, on a remark of the writer of "Reminiscences of a Subaltern."

MR. EDITOR, —Considering the questions between General Picton and the 88th, and between his biographer and myself, entirely settled to the advantage of the Rangers, by my previous observations, signed "M.," in the April and August Numbers of your Journal, I should not again have troubled you on the subject, were it not from a remark of the author of the "Reminiscences of a Subaltern," in prefacing the certificates he has adduced to rebut one of the charges that had been brought against them. Appealing to your knowledge of the habits of the British soldier to bear him out, he observes—"It would be taking up your time unnecessarily to say, that the men of the 88th Regiment would, and did, in common with all the regiments of the Army, exchange their ammunition for wine, when opportunity favoured such a practice ; but the point at issue," he continues, "is whether the story of coloured wood be true or false."

Now, Mr. Editor, it appears to me, that this is giving up the point at once—denying the form, but admitting the substance—spreading Mr. Robinson's blacking over a wider surface, but by no means wiping it off. This makes others as bad ; but the 88th no better. Begging my old friend's pardon, it may be difficult to swallow the sticks—but surely, surely there is also something rather unpalatably pungent in the spirits. In my own humble opinion, the painted wood is nothing : the selling their cartridges, or exchanging them for aquardente, everything. The very sting of the statement is asserting that they were in the habit of disposing of their ammunition, in any way, or for any cause whatever—and not the *ruse* by which they are said to have endeavoured to conceal their doing so. The former, were it true, had been the head and front of their offending.

But, Mr. Editor, I go much further than does our good and able friend,

who, on this occasion, appears to me not to have shown his usual acuteness, and general aptitude of reminiscence. I also, Mr. Editor, appeal to your knowledge of the habits of the British soldier. It is, however, for a very different purpose, namely—to call on you to vouch for the truth of what I say: that although some bad subjects, who, more especially in time of war, must find their way into every corps, might, or did, take advantage of such opportunities; still, that, as a practice with the men in general, disposing of their ammunition for wine or spirits did not take place in any regiment. If my friend Grattan will put his powers of reminiscence to the test, I am sure he will agree with me that this was not the practice of the men of the 88th.

In taking leave—and, I trust, a final one—of the subject, permit me to repair an act of injustice towards the memory of a most meritorious officer, wholly unintentional on my part. Should I have done the same by any others, let me trust it will be equally attributed to inadvertence.

In my observations on Mr. Robinson's work, contained in the August number of your Journal, I gave a list of general officers who had served under Wellington in the Peninsular war, all of them, as I conceived, entitled to rank as high, and some of them higher, than did Picton, but whose just claims to the gratitude of their country, and the admiration of posterity, the biographer would sacrifice to the memory of his idol.

In that list I have unaccountably omitted the late Earl of Hopetoun. Referring now to his distinguished services in Egypt, in Holland, in Portugal, in Spain, and in the south of France, I beg to ask if, among the names which have thrown such lustre on the British character, and British arms, Picton's is to be blazoned and that of Hope forgotten?

If any entertain a doubt upon the subject, let them read the letters of the former, published by his biographer, unfortunately, as I conceive, for the previous reputation of his hero, fortunately for the just claims of others. There they will find him setting up his own military skill and judgment against those of Wellington, carping at his plans, and predicting their failure, yet eagerly catching at every opportunity for claiming merit, to himself in the carrying of them into execution. Let them then read the report of the other after the battle and embarkation of Corunna, a document which will be read, remembered, and admired, as long as the English language shall be understood, or the memory of British history survive. Considering the circumstances under which it was written, as a composition it is wonderful; but what I would remark is, the anxiety with which he guards against all undue assumption of merit to himself, that he may give the praise to others; and more especially do nothing that could in the slightest degree detract from the credit due to his lamented chief. It is only from the result, and the dispatch of Sir David Baird, we learn how much of the merit of the day was attributable to the ability and exertions of himself in directing the zeal and valour of the troops.

On the whole, it is not easy to determine whether the report in question does the greatest credit to the clearness of his head and soundness of his judgment, or, by its tone of modest, generous, and manly feeling, to the truly estimable qualities of his heart.

The skill and coolness he displayed in the masterly arrangements and manœuvres, by which he was so successful in embarking his army without loss or molestation, in the very face of an opposing enemy, so superior in numbers, and with such advantages of position, must be considered as of themselves to constitute a triumph. They serve to place his military genius in the strongest and most favourable point of view.

It was not more, perhaps, than might have been expected by those who knew him, yet it was a rare felicity which left the same individual to pay this noble tribute to the fame and memory of the gallant dead, as also to be the first to render willing homage to the even then unequalled merit, as it is now the unapproachable superiority, of the living. I allude to the

Earl of Hopetoun, then Sir-John Hope, being the first (if I am not mistaken) who to a sense of duty sacrificed the punctilious considerations which, with weak minds, weigh so much, by volunteering to serve under Wellington, although, up to that time, he had been his senior in rank.

WM. MACMURDO, Major, Unattached,
formerly of the 88th Regiment.

On Naval and Military Education.

MR. EDITOR.—The remarks of your Portsmouth correspondent in your Number for December on the abolition of the Royal Naval College, induces me to send you a few thoughts on the general subject of Naval and Military Education.

Among all nations it is acknowledged to be the duty of a wise legislature not only to afford inducements to its Naval and Military officers to become men of science and general information, but also to provide suitable means of education for such young men as are afterwards to be intrusted with responsible command in each profession. The British Government has for the last century acknowledged the principle, and partially carried it into execution.

The establishments at Woolwich, at Sandhurst, and at Portsmouth, are instances of this. In all such public education two conditions ought to be fulfilled: first, it should be the best possible; and, secondly, it ought to be given at the least possible expense to the recipients. The first of these conditions was most scrupulously fulfilled in each of these institutions. The well-known scientific attainments of our Engineer and Artillery officers, the practical acquaintance with the scientific part of their profession acquired by those officers of the line who have studied at Sandhurst, and the acknowledged efficiency of the students of the Royal Naval College at Portsmouth, is a complete proof of our first position, and a substantial advantage to the nation at large. With respect to the expense to each recipient of such advantages, we are sorry to observe that it has of late years been much increased.

There may be reasons for such increase in consequence of the number of applicants, and of other circumstances. At present we can only dwell upon and lament the fact. At Woolwich, for instance, the education was, previous to the last six or seven years, gratuitous. At Sandhurst the sons of officers are still admitted on a graduated scale; while at Portsmouth the students at the Royal Naval College were at first limited to the sons of naval officers, educated gratuitously; then the sons of civilians were added; but still the education was gratuitous; afterwards all had to contribute: so that, as far as naval officers were concerned, the most important part of the institution was abolished.

At length Government has given up the principle of providing an elementary education for its future naval officers, and has deprived the present ones of one of the most important privileges attached to their profession. We repeat it,—one of the most important privileges; for though many officers may not prefer their own profession for their children, still it was no small boon to the veteran officer to know that his son might be gratuitously instructed in the scientific parts of his own profession, and ultimately become as devoted a servant of his Majesty as himself. But now, alas! through fear, it may be, of over-crowding the naval service, and of holding out false hopes of success to the young aspirants for fame, these advantages are at an end.

The next question is, what is to be done? Will Government decide and execute any satisfactory plan? We fear not. Still, if any plan could be devised by which the sons of military and naval men could be educated for any honourable profession, with but a slight expense to the parent, it would be an obvious and satisfactory boon to the United Service. In the present

state of public affairs we can scarcely expect that Government will do any thing on a national scale; still we may enforce the desirableness of such an education, if possible.

With your permission, Mr. Editor, I will venture to throw out one hint. Much has been said about the establishment of a Metropolitan University. Such an institution, on proper national principles, would be most valuable. I suggest the following:—

1. Let it consist solely of a board of examiners in various branches of literature and science; each examiner appointed by Government, and paid only by fees from the students examined.

2. Let the students of various chartered colleges and schools in London, in the neighbourhood, and in various country cities and towns, be privileged to pass voluntary examinations, and be entitled to certain certificates.

3. Let the sons of naval and military officers be entitled to pass examinations, between the ages of fifteen and eighteen, with an understanding that, *ceteris paribus*, they will have a prior admission to Woolwich, Sandhurst, the Navy, and any civil department of the Military or Naval Service.

If such examinations were proposed, an inducement would be held out to officers to procure the best possible education for their sons, and Government would be better served, by having efficient and talented officers in all the civil, military, and naval departments of the United Service.

The loss of the college at Portsmouth would then be in some degree supplied. Merit would most certainly rise—an excitement would be given to both professions to establish and support such seminaries as would best fit their sons for obtaining the university certificate, with the hope that, as vacancies occurred, the most qualified would be first appointed.

A stimulus would thus be given to all private professional efforts to procure a good, sound, and cheap education. The Royal Naval School, for instance, would be more valued throughout the Navy—its managers would be stimulated to make its arrangements as popular as possible—its masters, seeing their pupils succeed by their merits, would reap the best reward of their labours,—the number of its pupils would speedily increase; and it would soon become as really national in its interest as it is in its spirit and object. The preference, we assert, for the Army and Navy could not reasonably occasion jealousy among other professions, as these must look exclusively to Government for protection and advancement.

I beg to remain, most truly yours,

NAVALIS.

Foreign Service of 84th Regiment.

MR. EDITOR,—On reading in the United Service Journal for last month that able paper “On the Relief of Corps on Foreign Service,” I find that the author has omitted to include the 84th amongst those regiments in the West Indies whose former station was the East Indies.

The 84th Regiment, after a service of twenty-five years in the East Indies, returned to England the latter end of the year 1820, and the first division of the regiment sailed from Cove in December, 1826, for Jamaica, where the corps is at present serving.

Your Journal being considered (and deservedly so) a standard book of reference in all matters connected with the Army, makes me the more anxious that you should take an early opportunity of noticing the omission already stated.

It may not be amiss to inform you that the 84th Regiment is not to be relieved this year; consequently it is doomed to eleven years’ service in one of the most unhealthy colonies in the King’s dominions. Is this fair?

I am, Sir, yours, &c.

Cashel, 14th December, 1836.

Y. L.

The Navy.

MR. EDITOR,—As a rumour has been rife among the Naval part of the community (as is usual in cases where expectation runs high), from the considerate desire of the Executive to promote the interest of the Navy in prospective, as elicited by the motion of Mr. Bannerman, I am induced to offer a few remarks on the subject, which I have arrived at after a careful contemplation of the matter; and which view, indeed, seems to be the one generally taken by the Blue Jackets in their social intercourse.

Promotion appears to be the first consideration of the sanguine, and allowed to be a very natural one too. But it is clear that promotion, restricted as it necessarily must be, cannot ameliorate the condition of the officers generally. Comparatively, a few individuals alone would benefit in point of rank, and accompanying increase of half-pay by the fulfilment of that desire—whilst the mass would remain, if nothing farther be meant, “*in statu quo*,” with “hope deferred” still pressing its incubus weight upon the heart.

It is certain that the expectation, lit up by the noble speech of the worthy Briton above alluded to, is not restricted to the mere act of justice (which presses almost imperatively upon the Authorities) of advancing the senior officers, who have borne the “tug of war” during the long struggles by-gone, but embraces the consideration of the merits of every class of officers throughout the Service, that even-handed justice may be dispensed to all. This is not an unreasonable expectation, Mr. Editor. The various points discussed in the pages of your highly valuable and extensively patronized work, are evidences that, although a great deal has been done since the peace, there are still remaining some things which require alteration or amendment. Among these the opinion is universal, not only with the Service, but with the country at large, that the Navy, “that right arm of our power,” should be placed in the same parallel line, or, in mercantile words, upon a “par,” with the Army in all respects; for, as the exploits of the latter, brilliant and splendid as these are admitted to have been, by all the world, have not excelled those of the former,—any advantage enjoyed by the one over the other becomes an invidious distinction, as unaccountable to the comprehension of plain-dealing men, as it is disheartening to the party whose merit has been slighted, and thus unequally dealt with.

As there is no distinction drawn in the Army between the senior and junior officers of the same rank, we shall only advert to that point here, to express a hope (long generally cherished) that if such distinction should still be insisted upon with respect to the officers of the Navy, some definite time may be fixed upon when the increase of stipend should take place, for, as the measure is now regulated, it becomes, Mr. Editor, almost a moral debasement for an individual to dwell on the expectation of the increase, by the contemplation of its arriving only on the *death* of his comrades in arms! Death, Sir, is the common lot of humanity, it is true,—but that our worldly condition is only to be benefited by the removal from this earth—perhaps of valued and esteemed friends, the companions of the days of our pride—is so repugnant to the mind, that even the most selfish among us cannot enjoy the benefit (such as it is) without some portion of alloy! In the name, then, of our common feeling of humanity, let this drawback be removed. A sailor, Sir, rough and blunt though he may be, is not without the pale of those feelings—his heart is in the right place, and as susceptible of right impressions as that of any man.

To the comparative view of the several ranks of officers of the United Service, in a former number of your journal, especially with reference to an assimilation, I shall only add, that it undoubtedly seems highly proper that the official rank bestowed upon the officers of the Navy should not be permitted to be depreciated in their general intercourse with the world,

through the instrumentality of an inappropriate title. The matter, as suggested, seems one of easy remedy.—I have the honour to be, Mr. Editor, your faithful servant,

Clifton, near Bristol, 1st Dec., 1836.

TRUE BLUE.

The Captains of Invalids—Chelsea Hospital.

MR. EDITOR,—In my rambles through and about this great metropolis I have gained the following information; should you deem it worthy of a place in your valuable and widely circulated Journal, you will oblige an old Peninsular.

At a meeting of the Lords and other Commissioners, held at the Royal Hospital, Chelsea, in August, 1833, it was, I believe, suggested by Lord John Russell, and sanctioned by his Majesty, that six officers, three Captains and three Lieutenants, from the half-pay list, should be selected and borne on the strength of that establishment, under the name of *Captains of Invalids*; and, at the same time, the Board arranged that the pay was to be as follows, viz.:—That Captains should receive two shillings per diem in addition to their half-pay, making the daily pay up to nine shillings—that is to say, two shillings and seven-pence *less* than the full pay of a Captain—and that the Lieutenants were to receive two shillings and six-pence per diem in addition to their half-pay, thereby giving the Lieutenant sixpence a-day over the allowance to the Captain, and sixpence a-day *more* than the full-pay of a Lieutenant under seven years' standing. This plainly shows a disproportionate rate of pay between the respective ranks of Captains and Lieutenants; and is it not reasonable to suppose and expect that the Captains should at *least* be put on the same footing with the Lieutenants with respect to pay? We formerly had a phrase in the Army that rank would always *tell*; but in this instance it has failed to do so. I am perfectly convinced, and there is no doubt whatever, that the situation was intended as a *boon* to old and deserving officers, as a recompense for long and arduous services, and a comfortable retreat for the remainder of their lives, and it would be so had it been in a *secluded* part of the country; but in consequence of the increased expense to the officer, from the enormous price of every article in a capital like this, together with a limited and insufficient allowance of coals, &c. &c., and so small an addition of pay, the situation, altogether, falls far short of its considerate design. I have no doubt, Mr. Editor, that if the Authorities were in full possession of the facts of the case, they would not hesitate to grant those few veterans at least the full pay of each rank, namely, 11s. 7d. and 7s. 6d., with an adequate allowance of fuel, and thus make their situation a comfortable one, as was the original intention.—I am, Mr. Editor, your obedient servant.

London, 9th Dec., 1836.

ROUNDS.

Accommodation of Officers in Barracks.

MR. EDITOR,—It is said that something is to be brought forward during the next Session of Parliament for the improvement of the Army. I trust the essential matter of barracks may not be forgotten.

More with the view of inducing others to enter upon the question, than with the intention of going into the details, I now address you. I will confine myself to stating a few complaints I have to make on the subject.

1st. I complain of being obliged to sleep, dress, eat, and sit, in one room. The idea is disgusting.

2nd. That my room is not weather-proof. There can be no excuse for bad wood-work in this country. The wind, nevertheless, blows into my room, entering by the windows, which are not made to fit, and which admit even the water to be blown in when it rains.

3rd. I complain, that in finishing my barrack-room none of the improved accommodations of the age are applied. The locks are bad and coarse; the doors do not fit; and when, that the poorest people may have the comfort and cleanliness of papered walls, the duty has been removed from stained papers, the walls of my room are daubed over with some filthy mixture.

4th. That I have not a second table to lay a few books, or my dressing-things, upon: to make room for my breakfast they must all go to the floor. A table and two chairs are not sufficient furniture for a gentleman's room.

5th. That such an accommodation as a decent or clean water-closet is not to be found in any barrack.

6th. That as little regard is paid to the comfort of the men as the officers, I am convinced that the carelessness of the Barrack Department has sent many a soldier to the hospital, and thence to his grave. Bathing places, where soldiers could wash themselves, should be attached to every barrack.

Some old officers there may be who will think some of my complaints unreasonable, because they have been obliged to submit to even worse inconveniences in their time. I would tell such, if there be any, to look about their private houses, and note the improvements they observe there. I wish to see a proportionate improvement in the fitting of barracks.

I understand that, at Weedon, some of the officers are actually quartered in the covered garrets in the roof of the building! Can this be true? A man on service will put up with anything, or nothing—lying on the bare field, without even the shelter of a bush; but that is no reason why in peace, in his own country, he is to be housed like a pig, in one bad room, such as a servant, in any decent house, would object to sleep in.

The barracks are, I believe, under the Ordnance. It is time they were put into other hands. There are many more grievances and abuses in the Barrack Department, which I shall, perhaps, if some one more able will not come forward, at a future period submit to you.

17th December, 1836.

K.

The New Constabulary Appointments.

MR. EDITOR,—The appointments to the new constabulary force in this country being, I apprehend, completed, I wish, through the medium of your valuable Journal, to make a few remarks relative to them. When the "Constabulary Bill" passed the Lower, but previous to being submitted to the Upper House, circulars were addressed to the different regiments in Ireland, to ascertain what officers would avail themselves of employment in the police; and of course the prospect of half-pay, with the addition of situations and emolument equivalent to their own, induced many to come forward, and the offer of service from numerous valuable officers was the consequence; but, Mr. Editor, why all this expectation raised on tiptoe? I believe I am correct in stating that no appointment of a single officer from on full-pay followed.

This supposition was, and a very good one, that Colonel Kennedy, wishing to divest himself of all party, solicited the assistance of Sir Edward Blakeney, who, having just returned from a tour of inspection, could readily afford him much information respecting the merit of the different candidates. Unfortunately, in this instance as in most others, good intentions were made subservient to the all-absorbing desire to advance the interests of party. A general police force in England being on the eve of formation, surely many of the officers already alluded to would be great acquisitions to it. In conclusion, it were superfluous in me adverting to the defeat of the object contemplated on originating the Irish police, or to the efficiency or inefficiency subsequently developed, as the whole will unquestionably become the subject of early discussion on the assembling of Parliament. Should the above hasty remarks not trench too much on your space, I beg their insertion.

Ireland, December 2nd, 1836.

B.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, December 21st, 1836.

MR. EDITOR,—Owing to continued bad weather, attended by gales of wind from W.S.W., there have been scarcely any movements among the King's shipping since my last communication, except the arrival and departure of the Lightning steamer with blankets and clothing for the Marines and Legion on the north coast of Spain, and the Wolverine, on Monday, from Sheerness, to wait orders.

The Inconstant was to have sailed for Plymouth under orders for any service that may be required of her; but 10,000 stand of arms have been put on board, and the wind having drawn round to north, she had sailed this afternoon with them to Corunna. The Serpent, as I told you in my former letter, put to sea, on her way to the West Indies; but at Cowes she got foul of an American ship, injured her own bowsprit, and was obliged to return to Spithead to have a new one. A day or two after, while without her bowsprit, the tempest of Tuesday, 29th November, occurred (all the papers have teemed with it), and most tremendously it blew from W.S.W., and it is believed has not been equalled here since a storm in 1824, when his Majesty's ship Wellesley was driven from her moorings in this harbour, and got on the mud at the north end of the dock-yard.

From 10 to half-past 11 A.M. it blew a hurricane; the barometer fell to 28° 8' (in the gale of 1824 it fell to 28° 6'), and during the squall, the Serpent, in consequence of violent pitching, lost both her masts; and what was of more importance, two men were knocked overboard and drowned; two others severely bruised and injured, and several others more or less hurt. No doubt the brig's being deprived of her bowsprit, did considerably add to the want of requisite security of her masts; for it is generally believed the runner-tackles broke, and the foremast went first and carried away the mainmast, &c. &c. Providentially most of the people were employed in the fore-part of the vessel, or the loss of life would have been awful, most of the gear falling on board. The most prompt assistance from the dock-yard, with three boats from the Inconstant, went to her. The instant the weather moderated, and the wreck of masts, yards, &c., being towed into harbour in the course of the evening, and the brig having had her powder taken out, was towed alongside the sheer-hulk next morning by a hired steamer; there not being (as usual) a Government vessel of that description in the port. [Two courts of inquiry were subsequently held to ascertain the facts and circumstances attending the loss of bowsprit and masts, and it is supposed satisfactory reasons were assigned, as no further steps have taken place; and the vessel having had a thorough refit, she has proceeded to Barbadoes this day with despatches for Vice-Admiral Sir P. Halket, the Commander-in-chief.]

To return to the gale: no very considerable damage was experienced by any other craft here. The Barrosa transport, Sarah convict ship, and an American packet drove, but the two latter ran into harbour for a day or two, and then departed; otherwise for a hurricane of such force we may be thankful it was not worse. It was remarked that, although not high water until half-past two P.M., yet from the violence of the wind, which shifted during the squalls to N.W., the tide actually ebbed from eleven to one, and then resumed the flood. The wind has been blowing hard from W.S.W. ever since, and there are upwards of 100 vessels outward-bound, now at Cowes, the Motherbank, in harbour, &c., waiting a change.

The Barrosa is ordered to Ceylon to bring home the 78th Regiment, and will touch at Rio Janeiro on her way out. The Samarang is fitting in the harbour, and expected when ready to go up the Mediterranean. The Pantaloon is having her usual winter refit, and is in dock for the purpose. Princess Charlotte, 104, is ready to be commissioned, as well as the Larne; but the Edinburgh, 74, from the Adriatic, and Castor frigate from the north coast of Spain, are ordered here to be paid off.

It is not expected that commissions for Princess Charlotte and Larne will be issued until those ships arrive, there being a lack of seamen in the port. The inhabitants of this arsenal have several projects in agitation for the improvements of the port, and of those two are likely to succeed, viz., the erection of a landing-pier from the Old Beef Stage under the Semaphore, the end of High Street, and for which the Admiralty have given their consent. This pier will be carried out about twenty feet, and will enable steam-vessels and other craft, yachts, &c. &c., to land and embark their passengers, instead of compelling all to move into the harbour and depart from thence. It will be a great advantage to the town. The other project is the formation of public docks and a basin behind the old Custom-house, and contiguous to the Military Infirmary. The spot selected is called the Camber, and by being deepened several feet, is well adapted for the object in contemplation. The plans are now before the Admiralty Board, and surveys will be ordered, under the direction of the Admiral-Superintendent, King's Harbour-Master, &c. &c., to ascertain if the harbour will suffer detriment by such a work.

The workmen of the dock-yard have induced the inhabitant-householders of Portsmouth, Portsea, and Gosport to convene public meetings, and draw up a memorial to the Lords of the Admiralty, setting forth the hardships which these praiseworthy and hard-working individuals suffer by a continuation of the classification system, which was introduced in the dock-yards by Sir James Graham when he was First Lord. It appears to press with peculiar hardship. Similar public meetings have been held at the other ports; and there is no doubt but a remedy will be provided to prevent dissatisfaction and continual grumbling.

You inserted last month an extract from a Madras paper, detailing an interesting exhibition of gun-practice which took place on board his Majesty's ship *Andromache* in Madras roads some months ago. It would appear this account was by some considered incredible—or it might be imagined so—from a flippant letter in a weekly paper alluding to it. There is not the slightest doubt of the correctness of the statement, or I should not have noticed it. As I do not recollect your ever having laid before your readers a description of the system adopted on board his Majesty's ship *Excellent*, the gun-practice ship in this harbour, I have been at some pains to get full and correct information on every point, and now send you the following sketch:—

The *Excellent* is allowed to bear on her books, for the instruction in gunnery, six Lieutenants, twenty Mates or Midshipmen who have been five years at sea, and one hundred and thirteen seamen gunners; the latter are entered for a period of five years. The officers are expected to serve three years from the date of their discharge from the *Excellent* as a return for the instruction they receive, which, however, is not wholly gratuitous, as they pay five pounds a-year each to the mathematical instructor. They are allowed fourteen months to go through the practical and theoretical course of study. The latter is nearly as follows, and must be considered very extensive, when it is recollected that officers going to sea at a very early age have few opportunities of improving the little they might have previously learnt, unless they had gone through the course of education elsewhere.

The course of mathematics is algebra, geometry, plane trigonometry, parabolic conic sections, mensuration, statics, mechanics, collision of bodies, projectiles in vacuo and in a resisting medium, oscillations of pendulums, hydrostatics, particularly the buoyancy of pontoons, spherical trigonometry applied to navigation, and fluxions, as far as maxima and minima. The practical course by officers and men consists of the established exercise in general and detail—the principle and use of fixing the dispart and sights; stowing and working the magazine; mortar, howitzer, and rocket-firing; cutting out and fitting gun gear. At the laboratory practice—the method

of making, filling, and packing cartridges; filling tubes; and compounding almost all the most useful combustibles.

The seamen also have a schoolmaster, formerly a serjeant of Marine Artillery, to instruct them in writing and the common rules of arithmetic as far as decimals, which latter are requisite in calculating the heights of disparts, and measuring the lengths of degrees of the tangent scale, cutting and boring fuses, &c. No man can obtain a first-class certificate (of which a copy is annexed) without going through the whole course of the practical part therein detailed; and without which certificate he cannot be made a gunner. The attendance in the place appropriated for study under the schoolmaster is, however, voluntary.

In practical gunnery both officers and men have attained great proficiency, accuracy, and rapidity, as the following instance will vouch:—

Three rounds at exercise practice, without cartridge, in fifty-eight seconds. In real practice at a mark, three rounds (the guns being run out on the object) in fifty-five seconds; and in this latter case the shot either hit or fell close to the target, so that all would have told upon a very small vessel. They sponge, load, and shift breechings from the word "Fire," in twenty-two seconds, and dismount and mount a gun in one minute and ten seconds.

The system appears to work well in the Service; for notwithstanding the great prejudice against it when first introduced in some ships, the difficulties are getting light, as Captains and Commanders cannot but observe the improvement in gun exercise which the officers and men sent from the Excellent are able to produce. Comparatively few men in the Navy know anything of the theory of projectiles; many are lamentably ignorant of practical rules, and unless the Admiralty enforce their first order, that when an officer and seamen from the established exercise ship are embarked, the system they are to teach is strictly carried into effect, the opposition will continue. The following is a copy of the first memorandum issued by the Port-Admiral at Portsmouth:—

GENERAL MEMORANDUM.

Victory, Portsmouth Harbour, 26th June, 1823.

The Lords Commissioners of the Admiralty having established a corps of Seamen Gunners, to act as instructors and captains of guns, and it being their intention that a portion of commissioned and petty officers should be drafted into his Majesty's ships put in commission, the most efficient are to be selected for gunner's mates, and the rating of gunner's crew in such ships is to be discontinued; but the seamen gunners are in all cases to be eligible for promotion to other stations not in the gunners' department, and are to receive the pay attached to their situation in addition to that of any other rating they may be found qualified for and deserving of.

And as their Lordships deem it of the greatest importance that one uniform system in working and fighting the guns in his Majesty's Navy should be observed, the Captains and Commanders are not to permit the slightest deviation from the exercise established in the Naval Instructions; but in the event of any alteration appearing to them to be necessary, the same is to be communicated for their Lordships' information. They are also to make a quarterly report of the progress made, according to the annexed form.

(Signed) THOS. WILLIAMS, Admiral.

To the respective Captains, &c.

The "form" is long, and unnecessary to insert. It is evident their lordships intend a uniform system of gunnery drill to be adopted in all ships, and possibly the reason why such is not the case may arise from the want of instructors. The officers bearing commissions now in the Excellent are reduced to two or three. The complement of petty officers is not complete; but if the Board would only offer promotion to a few of those who worked the hardest and best, there will be no lack of candidates for admission, and consequently, after the customary period, able instructors to discharge into sea-going vessels. The following is a copy of a first-class certificate granted to a mate recently discharged from the Excellent, and as it embraces all requisite information, needs no comment:—

• This is to certify the Lords Commissioners of the Admiralty that Mr. _____, mate of this ship, has been examined before us in algebra, geometry, trigonometry, conic sections, the laws of falling bodies in a non-resisting medium, and certain problems in practical gunnery, as affected by the resistance of the air, which have been solved by the rules deduced by Hutton. He has also gone through the laboratory course at the Fire Barns; and he has answered correctly the established questions in practical gunnery, as well as those selected from Robins's, Hutton's, and Douglas's treatises on gunnery, in a *visd voce* examination. He is practically acquainted with the new manual exercise established by their Lordships; he is acquainted with the management of a ship's magazine; he has been practised in mortar, howitzer, and rocket firing; he understands the theory and practice of the established charges of powder, the principle and use of tangent lights, and their adjustments for different distances; he can cut out and fit gun gear; and he is competent to instruct and exercise a ship's crew in the new exercise; and he can perform the duties named in the under-mentioned table; and we whose names are hereunto affixed have granted him certificate.

• Class, No. 1.

Degree of Merit, No. 1.

Mounting and dismounting guns.

Choosing flints.

Taking a gun-lock to pieces, and putting it together again.

Securing main and lower deck guns, and double breechings.

Fitting gun gear complete.

Exercising a ship's crew at quarters, and giving the orders in detail through every number.

Going through the several duties of a gun crew in practice.

Stowing and working a magazine.

Watching and quartering a ship's crew.

Dated on board the Excellent, and signed by the Captain of the ship, and the Instructor in Mathematics.

The following Midshipmen passed for Lieutenants at the Naval College this month:—

Mr. Francis John Diggins, late Hyacinth; John Rashleigh Rodd, Portland; Alexander Hamilton, Serpent; Simpson H. Ricketts, late Hyacinth; Jos. Sparkhall Rundle, Fairy; William Richard Smith, Excellent; Henry Thomas Dundas Le Vesconte, ditto; Thomas Belgrave, North Star; F. edk. Archd. Campbell, Water Witch; Wm. Evershed Alphonso Gordon, Excellent; Alexr. Rodney Bligh Carter, Talavera; Charles Codrington Forsyth, Beagle; John W. born, Belvidera.

As the establishment is to be broken up in March, it is supposed that official notice will be promulgated to the Captains of ships when and where the midshipmen are henceforth to be examined. The above make about one hundred that have been found qualified for Lieutenants during the year 1836. Having alluded to the Naval College, it may be as well to observe that the students, now reduced to between thirty and forty, dispersed for the winter vacation on the 20th December.

It is currently reported that the building will be closed, and all the youngsters sent to sea between this present month and the end of March. The Admirals of the port, Sir Philip Durham and Sir Fredk. Maitland, held the customary half-yearly inspection yesterday, and after witnessing the examination of the students, and having a report of the proficiency of those discharged during the half-year, they authorized a distribution of prize-books to about twelve or fourteen; and awarded the first mathematical medal to Mr. H. J. Harvey, a son of Lieut. H. Harvey, R.N.; and the second mathematical medal to Mr. T. P. Coode, a son of Captain Coode, R.N., C.B.

The Port-Admiral paid some very gratifying compliments to those who compose the establishment, and appeared to regret the circumstance of its being abolished. Thus terminates this nautical institution, as it is not expected any other examinations or rewards for merit will be again granted.

Plymouth, December 21st, 1836.

MR. EDITOR.—The gales which have been so prevalent during the past month have also visited this port, to the injury of much public as well as private property. It is stated that the damages which have been done in the Dock-yard at Devonport cannot be estimated at less than 3000*l*. The roofs of the storehouses, temporary buildings of all kinds, the chapel, surgery, new engine-house, and the housings over the docks and slips, exhibit conspicuous marks of the violence of the storm on the 29th ultimo. A temporary housing over the dock called the stern-dock, which contains the Druid, yielded to the fury of the gale in a manner which is said to have presented a frightful appearance, and from which several persons within the range of its fall had a most providential escape from being crushed beneath the ruins. It appears to have been caused by a sudden shift of wind from S.W. to N.N.W., accompanied with a tremendous squall. No accidents of any moment occurred to the ships in harbour. The Impregnable drifted a little, but not to an extent to do any serious mischief, although apprehensions were at one time entertained that she would part her moorings. The San Josef, then lying alongside the dock-yard, broke her off-fasts, but received no injury, owing to the prompt energies of the officers and people of the yard. At the Royal Clarence Victualling-yard the brewery alone appears to have suffered to the extent of between two and three hundred pounds.

It has surprised many people that the buildings which house over the docks and ships should have withstood so tremendous a gale without any very great injury, considering the immense extent of surface which they present to the wind. Some of these housings are 300 feet long, 150 feet broad, and between 60 and 70 feet in height; and a housing of this kind exposes about as much surface to the wind, on each side of the ridge of the roof, as the area of an entire set of sails spread by a man-of-war of the first class. I remember to have heard it remarked, when the erection of these roofs was first contemplated, that the first gale of wind from about N.N.W. would lift them bodily off the ground, and transfer them to Mount Wise!—of so light an appearance is their structure, compared with the expanse of covering to which there is no pillared support. Experience has, however, especially in the recent gales, completely given the denial to all speculation as to their insecurity. Every building, ship and dock, with one exception only, is now covered over with one of these housings, to the great comfort of the workmen, the convenience of business, and the preservation of materials; and there is now no reason to doubt their stability in any storm. If I am correctly informed, the cost of such a housing as that of which I have given the dimensions has been calculated at 13,000*l*., out of which amount, the copper sheets and nails used in covering it have been valued at 3,500*l*.; and the weight of the whole of the materials is estimated to be 332 tons. I have given you these particulars, thinking they may be perused with interest by some of your readers, as they were by myself when put into my hands.

There is not a great deal to communicate from this port this month in the shape of naval intelligence. The ships in commission are the *Adelaide*, flag-ship, 110; *San Josef*, 110; *Talavera*, 74; *Stag*, 46; *Savage*, 10; *Pigeon*, packet; *Netley*, tender to *Adelaide*. The ships which are in dock, under repair, are the *Wellesley*, 74; *Druid*, 46; and *Fisgard*, 46; and the following are bringing forward for commission, making good defects, &c., viz., *Scylla*, 18, at the Jetty, ready for commissioning; *Tinulo*, 16, at the Jetty, also ready for commissioning; the *Comus*, 18, in dock, will shortly be in a fit state for commissioning, and so will the *Wizard*, 10, in dock; the *Reynard* packet is under examination to ascertain her state, being supposed to be in a defective condition. The ships building are the *St. George*, 120; *Nile*, 92, on the stocks, ready for launching; the *Hindustan*, 80, teak ship, in frame, standing to season; the

Flora, 36, also standing to season; and the Sappho brig, 16, nearly finished.

The Talavera, Captain W. B. Mends, was towed into harbour on the 17th instant by the Blazer steam-vessel, to have her defects attended to, also to be caulked; and it is expected that she will go into dock very shortly. The Stag, 46, Captain T. B. Sullivan, is alongside the dock-yard, equipping for sea. She was commissioned on the 29th ultimo by Lieutenant Worth, late of the *Endymion*, paid off at this port on the 25th ultimo. The Stag is manning tolerably fast, being only about one-third short of her complement of men, which is to be 275. The armament of this frigate is to undergo an entire change, as the whole of her guns are henceforth to be 32-pounders, instead of 24-pounders, as when recently commanded by Captain Lockyer. The following are the particulars of the former and present armament:—

| | Former Armament. | | | | Present Armament. | | | |
|-----------------------------|------------------|---------------|--------|----------|-------------------|------------|--------|---------|
| | No | Pounders. | Wt. | Length. | No | Pounders. | Wt. | Length. |
| Main-deck | 28 | 24 | Cwt 47 | Ft. 11 0 | 28 | 32 | Cwt 39 | Ft. 7 6 |
| | 2 | 24 | 47 | 9 0 | 4 | 32 | 39 | 7 6 |
| Quarter-deck and Forecastle | 2 | Gunnades. 24 | | | | | | |
| | 14 | Carronades 24 | 13 | | 14 | Cannons 32 | 17 | |
| Total | 46 | | | | 46 | | | |

The effect of this change will be to alter the amount and distribution of the weights which constitute the armament and ammunition. The guns will weigh less than formerly, and, being shorter, will elevate and depress more than the 24-pounders; the shot will be one-third heavier, since the number of rounds (eighty) will not be altered: and the powder will be about one-fourth lighter, since the charge will be reduced from 8 lbs. to 6 lbs.: and hence the capacity for stowage in the magazine will be greatly improved. The Stag was originally intended to be an 18-pounder frigate, and was got up in frame accordingly at Pembroke dock-yard, but she underwent some alteration while on the stocks, to qualify her for the reception of 24-pounders, with which she was, in the first instance, armed. She now carries the heaviest description of broadside shot in use in the British Service. The *Savage*, 10, was commissioned on the 19th by Lieutenant Hon. E. Curzon. The Pigeon packet, commanded by Lieutenant W. Luce, has had a new main-deck, and is under repair at one of the jetties. The *Netley* tender is in the basin, undergoing a general repair. The *Wellesley* and *Druid*, in dock, will be undocked in the course of the ensuing month. The *Scylla* and *Trinculo* are complete, by the dock-yard.

The *Rhadamanthus* arrived from San Sebastian on Sunday the 18th instant; her despatches were forwarded to London by that morning's mail, but nothing has transpired to lead to the belief that they contained intelligence of any particular importance. She brought home four invalids. The accounts which are given by every one of the behaviour of the *Rhadamanthus* in the gales which she has encountered, prove her to be eminently qualified for the tempestuous weather to which her services expose her; and it is universally allowed that she reflects much professional credit on her constructor, Mr. Roberts, the veteran master-shipwright of

the dock-yard, who made his first and only trial of skill in the successful construction of this steamship. She is a vessel of 812 tons burden; she is 164 feet 4 inches long, and 32 feet 8 inches broad; she has two engines, of 110-horse power each; and she is capable of carrying about 220 tons of coals, which are equal to about fifteen days' consumption.

The Spitfire steamer arrived here on the 5th instant, and, from the state of her machinery, was immediately ordered round to Woolwich to make good her defects there. The Eclipse packet sailed hence for Chatham on the 27th ultimo, to be paid off; she started only two days previous to the gale, and on her passage round was dismasted. The Trinculo, Pigeon, Stag, and Wizard, have been docked during the month. The Britomart was paid off to-day. Some of the shipwrights of the dock-yard have been employed extra time for the last month, the Admiralty having allowed several gangs of mastmakers and sawyers to work on Saturdays, which is an idle day with the workmen, except on extraordinary occasions, under a pressure of business. The object of this extra labour has been to provide what is considered to be a sufficient quantity of lower masts and bowsprits for the state of the store. Before I write to you again I expect that the new engine will be at work for pumping out the docks. The Menai schooner-yacht (175 tons), the property of Mr. Harvey, is in harbour; she is having her masts shortened, and undergoing some other alterations, previous to her departure for Malta, which is said to be her destination. A report obtained circulation about a week since that the Devon sailing-lighter, on her passage across the Bay to San Sebastian, had been lost, but the rumour happily proves to be without foundation, as the Rhadamantus brings word that the Devon was to sail for England the day after she left, which was this day se'nnight.

Yours, &c.

D.

 Sheerness, 21st Dec. 1836.

MR. EDITOR,—The storm of the 29th ultimo, the terrific effects of which have been so severely felt through the kingdom, was no less in its ravages at this port: scarcely a building in these towns but was more or less injured, and it was the lot of a number to be unroofed, or have their roofs broken in by the falling of the chimneys. In the dock-yard, from its exposed situation, the effects of the storm were felt the most; in its fury it hurled the tops of the timber sheds to the distance of 200 yards, and whirled large masses about in the air in the most capricious manner. The large roof over the basin-dock was completely shook to its base; and though every effort was made to secure the top, large masses from thirty to forty feet square, with the boarding and rafters, were blown to a considerable distance, and fell on different parts with a most violent crash: in short, there was not a building but what was more or less injured.

The Lords of the Admiralty, consisting of Earl Minto, Sir Charles Adams, and Mr. Wood, secretary, arrived at Chatham on the 1st instant, and after inspecting the damages occasioned by the storm, dined on board the Firebrand (steamer), when they invited Vice-Admiral the Hon. C. E. Fleeming, Commander-in-Chief, and the different Captains in commission. On the 2nd, they again visited the yard, and examined the machinery erecting in the rope-house (for the manufactory of rope), and other improvements going on, and particularly inquired into the manner of keeping the accounts of timber; they then mustered the officers and workmen. In the evening they dined with the Superintendent, where a large party of the military were invited to meet them. On the 3rd, they left for town.

On the 6th instant, the Lords of the Admiralty, consisting of Earl Minto, Sir Charles Adams, Sir William Parker, and Mr. Wood, secretary, arrived in the Firebrand at this port. Immediately on landing they proceeded to inspect the various ships in the basin, and particularly the Dido and Carysfort. In the evening they dined with the Vice-Admiral; and

afterwards honoured the ball at the Royal Hotel with their presence. On the 7th, they revisited the yard, and inspected the different stores and buildings, and examined the different alterations that are taking place; they then mustered the artificers; and afterwards examined the new armament of the Griffon (brigantine); they again dined with the Commander-in-Chief, and went on board the Firebrand between eleven and twelve the same night, and left for town early the next morning.

On the 25th ultimo, the Carysfort, 26, was commissioned by Captain B. Martin. This frigate was built from the same lines as the Vestal and Cleopatra. On the 27th, the Lightning (steam transport), Lieutenant Humber, arrived from Woolwich with marines for her, and returned immediately for the purpose of towing down the Diligence (transport), which, under convoy of the Speedy (cutter), sailed the next day for the Coast of Spain; with military stores.

On the 1st instant, the Wolverine, 16, Commander the Hon. E. Howard, came from Chatham, and proceeded directly to the Little Nore. The same day, the Falmouth (lighter) arrived, with the loss of the bowsprit and bitts, being carried away, occasioned by the late gale.

On the 2nd instant, the Eclipse, 4, Lieut.-Com. W. Forrester, passed this port for Chatham, in tow by the Lightning, to be paid off, having carried away her masts in the Downs.

The Snake, 16, was taken out of dock into the Great Basin on the 9th instant, after undergoing an examination and refit. It may be recollected that this vessel was ordered home from the West India station, and her officers and crew turned over to the Serpent, from her being considered not seaworthy, and rotten: she has now undergone a strict inspection, and was found perfectly sound, and is again ordered to be commissioned.

The Wolverine sailed from the Nore on the 14th instant.

The ships in commission at this port are the Dido, 18, (corvette), Capt. Davis; Carysfort, 26, Capt. B. Martin; and Griffon, 3, Lieut.-Com. D'Urban. It will be some considerable time before they sail, good seamen being with difficulty obtained.

BETA.

Milford Haven, 17th Dec., 1836.

It has, with little intermission, been one continued gale ever since my last communication. The haven is, consequently, literally crowded with shipping, put in through stress of weather: many of them have suffered severely as well in their spars as their rigging, sails, and hull. The naval arsenal, however, up the harbour, has been uninjured, and is the only one of his Majesty's dock-yards that escaped during the fury of the gale. This "far-famed Milford Haven" is unequalled in affording shelter from the prevalent westerly gales—once within its precincts, even if with loss of cables and anchors, all is safe, for into some one of the numerous creeks with which it abounds, the vessel may be securely navigated, and that too with the greatest facility. Among the disasters of the port is that of the Sybil, Post-office steam packet. While on her passage with the mail, on the 20th ult., she fractured the main-shaft of her engine: she came down here on her passage to Liverpool, to get it replaced, but Mr. Stephens, chain-cable manufacturer at this place, having undertaken to make a new one, the expense and delay of sending her the voyage have been avoided. In consequence of both the Sybil and the Aladdin being on shore here, under repairs, the Sovereign has been placed on the station: she is an extra vessel kept by the Post-Office, in cases of emergency, either here or at Holyhead. This is a timely relief, for the Crocodile and Vixen, alone, kept up the daily communication with Ireland during more than a week, at the sacrifice of never turning off their steam during the period: this speaks much in favour of the packet station at this port. While no less than three very large and powerful steamers, from London, Bristol, &c., to Ireland, have been, during the gales, driven in here for shelter, those

belonging to the Post-Office here daily conveyed the mail to-and-fro. In only one instance has the regular transmission been impeded, and that was owing to an accident the Vixen sustained after she had left the port upwards of ten hours, and was off the Coast of Ireland when compelled to return. Her repairs will be completed up at the station by the time her turn comes again for duty, and the Aladdin and Sybil will be "at their posts" before the ensuing Christmas-day. The Pembroke United Service Club intend giving another splendid ball at Pembroke on the 12th of the ensuing month: the veterans thus verify the old proverb—"The sons of Mars are ever the first to knock under to the daughters of Venus."

The service at which the workmen belonging to Pembroke Yard have been employed in on Saturdays, during the autumn, being completed, the arsenal is now again closed on those days. A petition for the removal of the grievances caused by the degrading system of classification, and other oppressive measures under which those useful individuals, the dock-yard artisans, labour, is in progress here, to be simultaneously presented to the Board of Admiralty, with others from Plymouth, Portsmouth, &c. Considerable anxiety is felt here at the loss of our worthy superintendent, Sir Charles Bullen, by the expected promotion. It is hoped, however, that as there are precedents for Admirals holding those situations, he may, as a reward for his long, zealous, and arduous services, be permitted to retain the same, particularly as being in command of the Royal Yacht, and having held the superintendency for such a short period.

The Coast Guard along our shores, under Captain Dean and Lieutenant Connor, is in a most efficient state. Pembroke has long been proverbially celebrated for its contraband trading, but since the establishment of the Coast Guard at Pembroke Dock, as well as along the cliffs bordering the British Channel, it has become quite suppressed. For the information of my sea-faring brethren it may not be amiss to state, that there are two floating lights placed in this haven, for the accommodation of the Post-Office packets, which exhibit their lights from dusk until day-light—the one at the Wear Point, the other at the Carr Rocks. The channel is to the southward of the former, and to the northward of the latter. As they are established at the expense of the Post-Office department, vessels in passing them are not called upon to pay light-dues on their account. G.

The Cape, 1st Sept. 1836.

The following is the distribution of the forces at the Cape and its dependencies, at the present date:—

27th Regiment.—Head-quarters and three Companies at Cape Castle; remaining four companies on the frontier; Major M'Pherson and a detachment at the Drodsky Barracks, Graham's Town; the remainder of the four companies furnishing detachments in the district of Albany.

72nd Highlanders.—Head-quarters and 160 men in Graham's Town; the light company, under Captain Jervis, at the Winterberg; four companies in the new province, viz.—two under Captain Murray at Fort Cox, one at Beresford, and one at Murray. It is remarkable that this regiment, which was the only corps of the Line employed during the recent invasion of Kaffirland under Sir Benjamin D'Urban, should have been also on the frontier during the former Kaffir war, when Captain Gethins and several other officers of the regiment were killed.

75th Regiment.—This regiment, which during the Kaffir war had the arduous task of protecting the colonial frontier, was at the close sent to occupy the ceded province of Adelaide. Its head-quarters are at William's Town, and it furnishes detachments at Fort White, Warden, Wellington, and Waterloo. Fifty men of the light company of this regiment are mounted, and are the most efficient mounted force in the country. Colonel England commands the district of Adelaide, where, besides the whole of

his own regiment, are the four companies of the 72nd, the left wing of the Cape Mounted Rifle Corps, and two battalions of provincial infantry. 98th.—Cape Town; expecting to be relieved.

Cape Mounted Rifle Corps.—This corps, on the breaking out of the late Kaffir war, was augmented three troops by Sir Benjamin D'Urban, and Lieutenant-Colonel Somerset appointed Lieutenant-Colonel. He commands on the frontier, including the districts of Albany, Somerset, and Adelaide. The entire troops on the frontier are four companies—27th, 72nd, and 75th Regiments; the Cape Corps; three battalions of Provisional Infantry; and the Beaufort Levy. The armed burghers and the several volunteer corps were disbanded at the peace, and it is expected that further reductions will take place.

The report that the new province was to be given up caused much consternation amongst the settlers, and also amongst the Kaffirs, who feel the advantage of a settled government. It is quite extraordinary to see a savage nation ruled by one president and only three magistrates, assisted by native police, and magistracy, composed of the chiefs, who have been reconciled to their loss of power of tyrannizing, and of exaction from their subjects, by a regular salary. The system works well, and is much approved by every one.

REVIEWS AND CRITICAL NOTICES.

THE DISPATCHES OF THE DUKE OF WELLINGTON, SEVENTH VOLUME.

THIS noble compilation advances rapidly, and creditably to Colonel Gurwood. The seventh volume, which we have eagerly perused, is not behind its precursors, in the characteristics which distinguish and stamp them with so permanent a value. In a general sense, the Duke's Dispatches are less *Mémoires pour servir à l'Histoire* than history itself. Take, for instance, his "Memorandum of Operations in 1810," included in the present volume, and what more do we want with respect to those operations? It is worthy of Cæsar.

In matters of detail, however various and intricate, we find the same sagacity and decision—every subject is handled with a soundness of judgment and clearness of perception, which surprise and convince. We have been struck by the knowledge of human nature and of the world displayed in many of the letters before us, in addition to the evidence of political acuteness which never sleeps. The Duke's letter to Sir Harry Calvert on the subject of Chaplains with the Army is the perfection of good sense and right feeling.

We have in this volume the same universal superintendence—the same lucid powers of calculation, whether in finance or strategy—the same indignant denunciations of apathy, deceit, intrigue, and incapacity, on the part of the Spanish and Portuguese would-be-popular rulers and military chiefs—the same exposures of the rapacity and ravages of the French military system, still, however, giving to their armies a freedom of action unknown to ours—and the same reclamations to the Government at home against those gossiping and truly mischievous publications in the English newspapers, by which the enemy was made immediately and accurately acquainted with the positions, movements, and means of the British Army on the Peninsula. The period embraced in this volume, includes Barossa and Albuera, and terminates at the raising of the first siege of Badajoz in June, 1811.

NOTICES TO READERS AND CORRESPONDENTS.

We wish our friends and comrades a full fruition of the NEW YEAR, and promise that our labours, on their behalf, for 1837, shall not be less zealous and useful than, we trust, they will have found them for the year just elapsed.

We regret that we cannot insert Mr. White's communication on Meteorology. It is a *circular* which has already appeared elsewhere; and we must repeat, for the twentieth time, that neither our design nor our limits admit of repetitions of this kind. Our matter is, and must continue to be, with the necessary exception of official documents and public records, ORIGINAL—the “paste and scissors” system being unknown to the composition of this Journal, the pages of which do, however, furnish its cotemporaries, far and near, with convenient but *unacknowledged* morsels, which are dressed either whole or hashed, as may suit the purpose or want of the moment. It is amusing, though the practice is a dishonest and disgraceful one, to trace the progress of a petty piracy of this sort: thus a little paragraph in our last Number, on the Euphrates Expedition, returned to town from Scotland with a new parentage, being affiliated by the London-papers on the “*Glasgow Courier*,” by which paper, we conclude, our bantling was kidnapped on its visit to the North. This is the “paste and scissors” system on which so large a portion of the press subsists.

A correspondent, who requests an explanation of the technical phrase to “*club-haul* a ship,” is informed that this manœuvre, which is of very rare occurrence, and is only had recourse to in the most critical situations when it is expected the ship will miss stays, there not being room enough to wear, implies a method of tacking by letting go the lee-anchor as soon as the wind is out of the sails after the helm has been put down, which brings the ship's head to the wind; and as soon as she pays off on the opposite tack, the cable is cut and the sails are trimmed.

In answer to the query—whether “The evidence of an Adjutant, or other authorized person, after reference to the Regimental Defaulters' Book, to acts of drunkenness, is sufficient to invalidate the testimony of any, or every one on the part of the defendant,”—it is to be observed, that the testimony of an Adjutant, nor any other person, of the contents of the *Defaulters' Book*, can be received as legal evidence. The document itself must be placed before the Court-martial, except in particular cases, when a certified extract thereof may be received as evidence. If the prisoner can adduce evidence that the contents of the Defaulters' Book, in respect to him, are *inaccurate*, he has, of course, the power to do so, and it remains with the Court to judge which is “the most satisfactory evidence” to guide them in their decision upon the charge under trial.

~~He~~ is mistaken as to the reason of the non-appearance of his rejoinder. We cannot publish an *anonymous* reply to statements authenticated by the signatures of the writers, and supporting their case by direct evidence. ~~He~~ must also feel the unreasonableness of expecting we should devote our space, to the exclusion of other claims, to discussions indefinitely protracted.

Thanks to H. S., of whose enclosure we shall avail ourselves next month.

We have entered “One of the Guadaloupes” on our books. The more *professional* his “recollections,” the better.

H. N. the first opportunity. “*Rusticus*,” ditto.

We concur in the statement signed “*Verax*,” as the writer will find on reference to our leading paper of this month. We may notice the subject more particularly. This remark will also apply to “A Lieutenant of 1812,” whose letter is omitted for want of room.

G.—We have laid our hands on the paper alluded to, and shall endeavour to turn it to account.

We regret that the letter of “An Observer” did not reach us till too late for insertion this month, which the holidays have curtailed of its usual proportions. Letters from Newfoundland, and other places, are in the same predicament.

A great mass of communications are deferred for room.

EDITOR'S PORTFOLIO ;

OR,

NAVAL AND MILITARY REGISTER.

• AFFAIRS AT HOME AND ABROAD. •

PARLIAMENT has been further prorogued to Tuesday the 31st of January, then to meet for the dispatch of business.

We intended to have commenced our Number for the present month, being the first of the New Year, with our usual review of the condition of the UNITED SERVICE during the past twelvemonth ; but the subject swelled under our hands so much beyond anticipation, that we have found it necessary to divide it. We have, therefore, opened our present Number with an appeal on behalf of the Army, that branch of the United Service being more immediately concerned in the discussions expected to take place in the approaching Session of Parliament. We propose to pursue a similar course next month with respect to the Navy. In the meantime, a few general observations on both arms may not be irrelevant.

Since our last report, the Navy has been advancing in the ratio of its means, though much of that popularity which it obtained in times of danger seems to be on the wane. Were it otherwise, Government would not so long have withheld a brevet, though the measure is acknowledged to be necessary for preserving efficiency in the higher grades. The suppression of the Royal Naval College at Portsmouth, and of the School of Naval Architecture, without the suggestion of other institutions or encouraging measures for the benefit of the Service, bear testimony to this assertion, while, at the same time, they prove the false and purblind economy of the day.

Meantime, notwithstanding these unmerited slights, the Naval Officers have displayed an intrepidity and zeal worthy of their noble profession, and fully vindicating their claims to greater favour. The scientific surveys of our coasts, under Captains Hewitt, Mudge, and other able officers, are rapidly progressing, and their execution is creditable to the country. Captain Vidal is exploring the Coast of Africa, from Korisko Bay to the Sherboro' River—a portion almost unknown to hydrography, though so long the very haunt of the slavers. The persevering Back has returned to the scene of his Arctic adventures, having commissioned the Terror, to complete the discovery of the southern shores of Boothia, from the Straits of the Fury and Hecla to the mouth of the Great Fish River : he was seen on the 1st of August, in Hudson's Strait, on his way to Wager River, on the western shore of Sir Thomas Rowe's Welcome. Captain Fitzroy, who left England in the Beagle in 1831, has just returned from a scientific voyage round the globe : he has successively visited the coasts of South America, the Gallipagos, Tahiti, Tongahatoo, .

New Zealand, Sydney, King George's Sound, Keeling's Island, Mauritius, the Cape of Good Hope, and other points: between these, he has measured meridian distances by means of no fewer than eighteen excellent chronometers, whose rates were ultimately brought up to Greenwich; besides which, other observations of a most interesting and valuable nature, especially in natural history, under the able direction of Mr. Darwin, have been made, in a manner reflecting the highest credit on the voyage.

The skill, spirit, and perseverance of British seamen under adverse circumstances, have again been proved in the search made by the younger Ross to aid and rescue the frozen-up whalers; and it affords us much satisfaction to offer to the public a narrative, of which the first portion appears in our present Number, of this enterprising expedition. The coolness and activity of the same class, amidst a terrible conflict of the elements, has been exhibited by Captain Quin and the officers and crew of the Raleigh: which ship, being struck by a heavy weather-wave during a typhoon in the China Sea, was literally thrown upon her beam-ends, with her keel out, and her tops buried under water. Yet in this awful and hopeless state, instead of abandoning themselves to despair, the people most gallantly got on her broadside, and by speedily cutting away the lanyards of the lower rigging and backstays, sent the masts and bowsprit away by the board, and righted her. Thus a vessel, which already seemed a doomed one, was saved to his Majesty, by a happy and instant exertion of prudence, zeal, and professional knowledge. In similar terms of praise must we allude to the truly "*United Service*" expedition to the Euphrates; for the exemplary obedience of all on board Lieutenant Lynch's vessel, the Tigris, when she so unfortunately foundered in a squall of wind and sand on the 21st of May last, was most admirable: "Scarcely a word was spoken," says Colonel Chesney, "not a murmur was heard, and death was met with an exemplary degree of intrepidity and resignation."

The serious and lamentable losses in our mercantile marine are at length arousing attention in the proper quarters. We have frequently directed our readers to the subject, particularly in a recent attempt to show the nature and operation of marine insurance upon the equipment, freighting, and conduct of merchantmen. Since the publication of our remarks, the Report of the Committee upon Shipwrecks has been printed, in which we find the subject is about to be interfered with by the Legislature; and it is to be hoped that steps may be adopted which will place our commercial navy in a more efficient and respectable light than that which it has latterly occupied.

Sir William Symonds and Captain Hayes have again exerted their powers of naval construction, and the emulation of the Pique and the Inconstant has formed a ripe topic among the naval circles: the opinions at present are somewhat discordant, but we understand that a most correct report of the sailing trials, with appropriate diagrams, will shortly appear. The subject is one of increasing interest, and we have endeavoured to arouse attention to it by proposing the foundation of a society expressly to consider the means and suggestions for naval improvement. Something of this nature seems to be the more necessary, since the announcement of the projected demolition of the Naval College, and the School of Naval Architecture.

In advocating the interests of the Army during the past year, it has been our object to remove the many and vulgar misconceptions which have led to exaggerated views of the condition of its members, and to place the facts in a clear and convincing light. It affords us the highest satisfaction to find that our aim has been attained, and that the real state, and relations of the British Army, both with regard to its public finance and interior economy, are now understood by our countrymen. We have demonstrated that so far from being the best paid military body in Europe, it is the worst. We have shown that, in the paramount points of reward and ultimate provision, it is inferior to the Armies of other countries, while the severity and ubiquity of its service admit no comparison whatever with the duties of the latter in time of peace. We find a confirmation of these facts by the highest authority, in a letter of the Duke of Wellington to Colonel Gordon, printed in the seventh volume of the Duke's Despatches, just published. "I am of opinion," writes his Grace, in 1810, "that all the officers of the British Army are paid too little, and much less than the officers of any other Army in Europe, adverting to the mode of living in England, to the value of money, and to the reward for talents and exertions in other professions."

We have pointed out the origin, intention, abuses, and inequalities of Half-Pay, the sole provision allotted to British officers without distinction of claims, or proportionate amount.

The subject of Promotion has been closely and practically investigated with a view to greater facilities without increased expense; we had previously endeavoured to examine the important question of Pensions in a similar spirit. The pay and allowances of the King's troops in India, depreciated and unequal as we have proved them to be, demanded a careful investigation, which we have not failed to bestow upon this neglected topic, to the amelioration, we trust, of the abuses and deficiencies we have shown to exist.

Amongst the unexampled privations to which the British Army is subject none has pressed more severely upon all classes of its members than the prolonged exile of regiments employed on colonial duty, under every shade and quality of climate. This abrupt and protracted disruption of the ties and enjoyments of country and kindred is peculiar to the British Service; and as, from the extent and nature of our dominion, the duty cannot be dispensed with, its severity should at least be alleviated by all consistent means. To promote this end, we have entered fully into the inquiry, and having dissected the existing system of reliefs, and shown its defects and injurious working by authoritative evidence, have ventured to propose remedies, less expensive than existing abuses, which we have reason to believe are undergoing a liberal consideration in the proper quarters.

While exerting our humble efforts to protect or better the financial and general interests of the Army, we have not been inattentive to details of discipline and interior economy. The labours of the Commission of Inquiry into the system of Military Punishment have produced a Report more valuable and conclusive than any record of a similar nature which has ever yet appeared. As the bulk and scarcity of this document render it accessible to a limited portion of the Service, we have endeavoured to compress its spirit, at least, into an analysis by

which the generality of our comrades may acquire a knowledge of its leading points and tendency.

Intimately connected with this inquiry was a system of recent but rapid growth, which we undertook to expose, and not, we believe and hope, ineffectually. We allude to the Screening System. It is just a year since we commented on the prevalence and abuses of the practice implied under the above term, and our timely exposure of a state of wilful indiscipline and deception, tending to the rapid deterioration and destruction of the Service, has operated as a moral check to the evil.

It is unnecessary to recur to the numberless topics of minor importance, though of professional interest, which have been introduced in our pages during the past year; though, in adverting to the Journal of Jena, by Gentz, concluded in our last number, we call attention to a document of no ordinary historical value.

Before closing these brief remarks, we cannot abstain from saying a word on the invidious distinctions ostentatiously promulgated in a recent Gazette; the promotion of Captain Colquhoun, a Second Captain of the Artillery, and the official confirmation of certain foreign orders conferred upon some British officers employed on an extra-professional and unrecognized service, will occur to our readers. This is of course a little stroke of the Foreign Secretary; for we cannot ascribe favours so ill-judged and inconsistent to authorities conversant with the merits and feelings of the King's Service. We must be understood as speaking with unaffected personal respect for the officers in question, who cannot be reproached with having been thus rendered obnoxious to the unfavourable comparisons and reclamations of the profession. The veteran officers of the British Army undergo slights enough in all conscience without looking abroad for additional causes of discontent. The majority of those who served and suffered on the same soil, during a war in which *their country was a principal*, remain to this hour wholly undistinguished, and little advanced in rank—not a bit of copper, to say nothing of “orders,” graces their breasts, to tell that England acknowledges they have done their duty. With a zeal undamped by neglect and disappointment, they plod on through the irksome and wasting routine of colonial or home service, hoping till the heart sickens and hope flies. There is no distinction for *them*.

The officers to whom we reluctantly allude are, *pro tempore*, the servants of a faction in a foreign country, whose wages they, from motives of *personal* interest or ambition, have chosen to take, in order to intermeddle in a civil war raging in that country, *their own not being at war with either party*. If, then, in the pursuit of personal objects these individuals deserve well of the cause to which they have lent themselves, let the party they serve reward them; but let not spurious honours be thrust upon them at home at the expense of the pride and unrequited claims of those who have long, faithfully, and legitimately served their Sovereign and country. In the present instance, the Royal Artillery, however highly esteeming their favoured comrade, cannot congratulate themselves on a selection certainly neither just nor complimentary to a body so eminent in the National Service, and peculiarly restricted in the routine and opportunities of promotion.

All doubt with regard to a brevet is, we understand, removed. It will certainly take place at an early period of the present year. Speculation as to the details of a measure on the eve of consummation would be idle.

Our attention has been earnestly requested to a subject which comes with a two-fold claim upon our feelings, both as sincere friends to the prosperity and embellishment of the Irish capital, and specially as bounden advocates of every design for really ameliorating the condition of the British soldier.

It is known to every officer whose regiment has been quartered in the Royal Barracks at Dublin that their vicinity has long been cursed with a line of brothels and low public-houses called Barrack-street, and filled with the most abandoned crew of rogues and prostitutes which even all Dublin, with its unhappy pre-eminence in that species of population, can produce. The influence, in any neighbourhood, of such dens of filth and iniquity, wherein every kind of disease was engendered and propagated, and every description of crime contrived and encouraged, may readily be conceived; but the actual degree to which the troops in the Royal Barracks have constantly been injured in comfort and health, in conduct and discipline, by this sink of physical and moral contamination, can be correctly estimated only by those whose annoying and unhappy duty it has been to witness the operation of the evil without the power to prevent its results.

As the only direct outlet on the north bank of the Liffey from Dublin to the Phoenix Park was through this Barrack-street, the nuisance was scarcely less to the respectable inhabitants of the city than to the garrison; and the scenes of riot, drunkenness, and gross indecency there exhibited, even in the open day, were such as to preclude persons of decent and moral habits, particularly females, from availing themselves of the healthful recreation which the Phoenix Park was intended, and is so well calculated, to afford to the citizens of Dublin.

The extent to which this nuisance was felt by the inhabitants and garrison induced the Government, so long ago as the year 1814, to project the purchase and removal of the whole of the houses in Barrack-street, and the prolongation of the handsome quay on the north bank of the river, along the front of the Royal Barracks, which would thus have an open and salubrious esplanade before them reaching to the water's edge; and this laudable design was only suspended because the awards to the proprietors of the houses, made by juries empanelled for the purpose, were too exorbitant for the Government to tolerate. This disappointment, indeed, did not prevent a numerous body of the principal inhabitants of Dublin, including resident noblemen and gentlemen of all parties, from addressing, at a later period, a strong memorial on the same subject to the Marquis Wellesley during his viceroyalty: but this appeal had no better fate; and in the same lamentable and disgraceful state the matter remained until last year, when, by the expiration of leases, and the decay and fall of many of the wretched hovels in question, the whole of the ground on which Barrack-street stood was obtained (for one-half of the sum awarded in 1814) by the Commissioners for widening the streets of Dublin; and the remaining houses having been cleared away, the space between the Royal Barracks and the river is now fortunately open.

The Commissioners of Wide Streets have made accordingly an offer of this ground, on the most liberal terms, to the present Irish Government, as will be seen by the following extracts, which we leave to speak for themselves :—

IMPROVEMENT OF BARRACK-STREET.

Wide Street Board-Room, Royal Exchange, Dublin ;
Wednesday, 9th December, 1835.

Present, Eight Commissioners.

"Resolved, That a statement, as follows, be presented to Lord Morpeth, in answer to his Lordship's letter :—

"The Commissioners of Wide Streets feel it their duty most respectfully to request the attention of his Majesty's Government in Ireland to the following observations on the improvement now taking place in Barrack-street."

After stating previous steps taken in this matter, and pointing out all the inconvenience and abominations which we have just described, the document embodying the Resolutions of the Board, proceeds as follows :—

"The original plan contemplated by the lords-lieutenants and secretaries contained the following important improvements :—1st. A broad and convenient roadway along the river, from the quays to the site of King's Bridge. 2nd. A substantial quay wall ; and, finally, the surrender of the whole space (including Barrack-street) between the roadway and the barrack-wall to the Government, to be at its disposal, for the improvement of the Royal Barracks.

"The Commissioners of Wide Streets are strongly of opinion, that the above plan, suggested by former governments, embraces everything desirable ; and whether regarded as a matter of convenience, of decoration, or of health, no other employment of the ground can at all compete with the one in question.

"The Commissioners of Wide Streets must observe, however, that, as trustees for the public, they feel themselves bound to put the acquired property to the best advantage. If, therefore, the above plan be not adopted, it will then be their duty to let the ground for building ; and thus a renewal of the former nuisance becomes far from improbable. This alternative, so much to be deprecated, can only be prevented by the interference of his Majesty's Government, and the following considerations are respectfully submitted to them, to show that the acquisition of this property by the Crown is almost as much an act of justice as of liberality on the part of the Government.

"Formerly, from Island Bridge to Bloody Bridge, no communication existed between the opposite banks of the river. The intercourse between the commander of the forces and the Royal Barracks was circuitous, and, in troublesome times, attended with risk. Now, on the contrary, a direct and safe communication is afforded by the King's Bridge. This bridge, built by the citizens of Dublin from private subscriptions, and presented by them to the Government and the country, as a testimonial of their gratitude for his late Majesty's visit to their city, might be considered to entitle them to expect the only requital they desire,—the improvement of this most important avenue to Dublin. There is every reason to expect that, if his Majesty's Government were to empower the Commissioners of Woods and Forests to undertake the completion of the proposed plan—if, under their guidance, a substantial quay-wall shall be built, a convenient roadway established, and a spacious opening made before the Royal Barracks—a powerful stimulus would be given to the proprietors of the adjacent property to substitute respectable houses for the mean habitations which at present disfigure the neighbourhood.

"Another weighty consideration may be adduced to influence his Ma-

Majesty's Government in their determination on this subject,—no advance of money will be required. The Commissioners of Wide Streets stand indebted to the Crown to the amount of 36,000*l.*, to be liquidated by the small instalments of 500*l.* per annum.

"The Wide Street Commissioners having expended, in purchase of the ground in question, about 37,000*l.*, and having still to pay about 10,000*l.* in addition, are willing to surrender the acquired property to the Crown in lieu of the above debt. Thus no sacrifice of money of any consequence is required from the country; besides, the great improvement in the health, morals, and beauty of this quarter of the city, would give a value to the acquisition infinitely surpassing its intrinsic worth; and would afford a decided proof to the citizens of Dublin, and to Ireland at large, that his Majesty's Government feel a deep interest in the country, and that they are anxious that Dublin, its capital, shall participate in the general spirit of improvement now so actively developed in every other quarter of the British dominions."

Now, after the perusal of this statement and proposal, it will scarcely be credited, nor can we bring ourselves to believe the common report, that the Irish Government have refused the offer of the ground, and that they will thus compel the Commissioners to tender it again on building-leases, with the probability, to which the Board refers, of a repetition of the dreadful evils already suffered by the inhabitants and troops, and with the certainty that this measure will destroy every hope of the contemplated improvement. We cannot believe that Government will permit so desirable an opportunity to escape for promoting the health and comfort, and protecting the morals and discipline, of the troops, and for affording them the means of manly and salutary recreation. In this respect we shall be able to put to the test the sincerity of those professions which are so loudly proclaimed of a desire to amend the condition and habits of the soldier. We shall see whether it be really desired to follow up the judicious recommendation of the Commission of Inquiry on Military Discipline, by granting to the troops in Dublin garrison an open space, with air and sunshine, for such athletic games and healthful amusements as may prove their best protection from the follies and vices of unoccupied hours.

We have nearly exhausted our space on topics of domestic concern, and can only advert very briefly to affairs abroad. Espartero, who had reached Portugalete in his movement for the relief of Bilbao, has been repeatedly repulsed by the Carlists in his wavering attempts to approach that place, crossing and re-crossing the river without any intelligible purpose, and appuying himself with 20,000 men on the British boats and batteries at its mouth. The siege has been actively resumed by Eguia and Villareal; and, if it be true, as confidently stated, that the enterprising Gomez, having, with the mobility of the quicksilver of Almaden, completely extirpated himself from the net drawn round him, or said to have been so, at the southern extremity of Spain, has actually arrived on the Ebro, marching upon Biscay, and, supported by Cabrera who has also regained the north, threatening to place Espartero between two fires, the contest approaches a decisive result.

The Legion continues to occupy St. Sebastian, some of its regiments being, or having been, in a state of open mutiny. The place is probably retained as a guarantee for the repayment of some fraction of the treasure squandered in this prodigal yet paltry intervention.

The French expedition against Constantina has utterly failed, involving a serious loss of men and *matériel*, as well as of reputation. Marshal Clausel moved from Bona on the 13th November, with 7,000 men of all arms, and after a march rendered extremely difficult and destructive by the inclemency of the weather and the obstacles of the route, succeeded in surmounting the formidable pass of Raz el Akba, and appeared before Constantina, which he had expected to enter without opposition, on the 21st. The place was attacked under circumstances of great discouragement, and was defended with spirit. On the night of the 23rd, Clausel, finding his position critical, and his effective force reduced, by fatigue, exposure, and privation, to half its original strength, retreated, vigorously pursued by the Arabs, and reached Guelma, a strong intermediate post, with an ancient Roman citadel, on the 28th. Here the remains of the French established themselves.

The numerical loss is officially rated at nearly 800 men and officers *hors de combat*; but the entire division is disorganized, and incapable of resuming active operations for some time. The 62nd Regiment plundered the stores of which they had charge, and General de Rigny is accused of misconduct, though the French officers in general behaved with their usual spirit. Our old Peninsular adversaries, the 2nd *Légers*, distinguished themselves as of yore. This has been a bungling affair, and not a little mortifying to the vanity of our neighbours. The force was inadequate—the time unseasonable—the tribes and Kuluglis resolute—and Constantina strong. In our last number we gave (p. 531) an accurate description of this classical place, its Bey, and population.

In the progress of the Army Club a wish having been expressed that the Royal Navy and Marines should also be incorporated in the constitution of the club, the Provisional Committee, Sir Edward Barnes in the chair, has adopted the suggestion, and has passed a resolution that the designation of the club shall in future be "The Army and Navy Club." It was also resolved that the sum of fifteen, instead of twenty guineas, shall be the first entrance subscription. Under the auspices of the Duke of Wellington and Admiral Sir Philip Durham, who have become members and patrons of this club, it has now every prospect of completing its numbers from the United Service.

EAST INDIA COMPANY'S MILITARY SEMINARY.

The usual public examination at this institution took place on Friday, the 9th of December, in the presence of the Chairman, Sir James Rivett Carnac, Bart., the Deputy Chairman, John Loch, Esq., and several of the Directors.

The company present consisted of the Archbishop of Canterbury, the Earl of Munster, Viscount Encombe, Sir James Shaw, Bart.; Colonels Sir John May, R.A., Pasley, C.B. (R.E.) Salmond, Sir Jeremiah Bryant, C.B. Goodfellow, Briggs, Warre, H.M.S. Stroker, Hodgson; Sir Joseph O'Halloran, C.B.; Lieut.-Colonels Powell, H.M.S. Parker; Paterson, and Jones, R.A.; Barnewall, Jervis, Hay, Hopkinson; Majors Matson, R.E., Dynely, R.A.; Wilkins, Honeywood; Captains Burnaby, R.A.; Jervis, Lieutenants Lushington and Burnaby; Messrs. Romer, F.A. Alexander, Ravenshaw, Carnac, Norris, P. Melvill, W. Fanning, W. Cabell (India Board), B. S. Jones (late ditto), Carruthers, M'Neill, N. Smith, Dr.

Southey, Dr. Kendal, E. Thornton, Esq., the Reverend M. Lindsey, and G. Coles.

Soon after eleven o'clock the gentlemen cadets formed on parade and executed the usual movements under the personal command of Colonel Stannus, C.B., the Lieut.-Governor of the institution.

The class afterwards examined by Sir Alexander Dickson consisted of seventeen cadets, of whom R. B. Smith and W. F. Marriott were reported qualified for the engineers, W. C. L. Baker, J. Mill, and J. Eliot, for the artillery; and the following for the infantry; namely, J. O. Freese, M. Staples, W. H. Jermie, F. Tombs, G. N. Smith, F. P. Rivers, J. E. Woodhouse, J. Gordon, J. F. Johnstone, W. F. Nuthall, F. M. H. Burton, and W. Bayly.

Those recommended for prizes were Gent. Cadet R. B. Smith, to whom was presented by the Chairman the 1st mathematical, 1st fortification, 1st Hindustani, 1st Latin, and the sword for general good conduct; in presenting which Sir James Carnac addressed Mr. Smith in the following words:—"In presenting to you this testimonial of merit, the highest which is here awarded, I feel a degree of pleasure inferior only to that with which it must be received. The conduct which has procured you so honourable a distinction is, I am confident, but the prelude to a similar course in the active duties on which you are about to enter; and in the discharge of those duties, I anticipate that many honours await you, as well deserved as that which I have now the happiness of being the medium of conveying."

Gent. Cadet W. F. Marriott, who received the 2nd mathematical, 2nd fortification, military drawing and surveying, 2nd good conduct, and 2nd Hindustani.

To Gent. Cadet W. E. Wilkinson, whose drawing of Loch Katrine showed his pre-eminence, was awarded the civil drawing prize.

To Gent. Cadet W. H. Stone was adjudged the 1st class prize in French.

Of the second class the following gentlemen gained prizes:—

Alexander D. Turnbull, for good conduct, mathematics, civil drawing, French.

A. G. Goodwyn, for fortification, military drawing, Latin, Hindustani; and J. R. Becher, of the 3rd class, for good conduct.

Of the fortification plans, we observed some excellent ones by R. B. Smith, especially an attack of the modern system.

By W. Marriott there were also some good plans, particularly an attack on a system of advanced Lunettes.

Mr. W. Goodwyn, of the 2nd class, executed in a superior manner the attack and defence of a village.

The principal military drawings were a plan of Seguntum by Marriott (a prize), plan of Meycienzeza by Smith; ditto by Woodhouse.

In addition to the usual professional and academical studies, the following practical details of field instruction have been brought before the whole establishment of cadets, assisted by a detachment of sappers and miners from Woolwich.

Sinking a shaft, driving a gallery and branch, preparing a chamber, and exploding a small mine, executing portions of single sap, flying sap, and parallels; tracing a field-work round the parade ground, and executing a portion of it; tracing parallels of zig-zag trenches or approach; the details of carpentry in making shafts and gallery frames and sheeting, and various useful instruments for field engineering, &c.

With a view to encourage the gentlemen cadets to increased exertion in the various branches of study, the Court of Directors have resolved to grant honorary certificates of diligence and good conduct to those who may hereafter be unsuccessful in obtaining engineer appointments, but who may be considered to merit some testimony of approbation for their

exertions in study and regularity of behaviour whilst at the seminary. The possessors of these certificates will be granted the privilege of selecting the presidency to which they shall be posted, and their names will be communicated by the Coust of Directors for the observation of the local Indian Governments, and also for publication in General Orders to the Army.

At the conclusion of the examination, the Chairman addressed the cadets in nearly the following terms :—

"GENTLEMEN,—In expressing the feelings called forth on the present occasion—feelings which I am confident are entertained by the noblemen on my left and the gentlemen present,—my task is one of unmixed pleasure. When I last enjoyed the gratification of addressing you, I took occasion to advert to the prospect of a future meeting, and to the brevity of the period which would intervene. I endeavoured to impress upon your minds the importance of devoting that period to the sedulous improvement of the advantages here afforded you, and I expressed my entire conviction that when we again met, it would be under circumstances as creditable to yourselves, and satisfactory to your friends, as those which distinguished the last examination. The indulgence of these expectations was, you may be sure, a source of great pleasure to us ; I need not add, that the realization is the cause of much more. The result of this examination has afforded the deepest impression of the value of that system of instruction which you have the happiness to enjoy, and of the care and fidelity with which it is conducted. It is an honour and a privilege to be admitted to study in an institution which reflects so much credit on all connected with it. I am persuaded that it is felt by you, and that in your future progress you will frequently look back to the period spent here with feelings of mingled pride and affection. By the zeal and talents of those gallant and distinguished officers, the Public Examiner and the Lieut.-Governor, and of all acting under them, the full effects of an admirable system are extended to every one within its sphere.

"I congratulate you most heartily on the progress which you have made in those studies, which are essential to the performance of the duties which you are destined to undertake ; in proportion to your efficiency in those studies will be your power of serving your country—of fulfilling the hopes and anticipations of your friends, and of establishing that character which we trust you are all ambitious to deserve. Let me however warn you against a possible error, the indulgence of which would be fatal. You are not to suppose that the period of application is to end with your residence here. Within these walls you but commence that course of study which it will be your duty afterwards to complete by voluntary exertion. During a season of peace the soldier possesses leisure, and he cannot employ it more usefully or more honourably than in the extension of his general and professional knowledge. From these pursuits you will derive a gratification which neither idleness nor frivolous amusement can afford. Knowledge, gentlemen, is desirable for its own sake, but it is not left to be its own reward. To those especially, who like some of you, are about to take their place among that portion of their countrymen whose lot is cast in India, a career is open of the highest utility and of the highest honour. The glory of the country in which you were born—the improvement of that in which you are to pass some considerable portion of life—the enlargement of the boundaries of human knowledge—these are noble objects, and they are before you. The consciousness of having laboured to promote them will of itself be a rich return for your exertions, even if you should attain no other ; but it is one of the proudest characteristics of the Service upon which you are entering, that distinguished merit has always commanded success. Success, however, is the reward of assiduity ; and those in whom this is wanting must not repine at finding themselves distanced in the race of honourable distinction by

others who, though possessing no higher talents and no better opportunities, have cultivated the one and improved the other with superior industry.

"It is, be assured, upon the possession of this quality that success mainly depends. I have thus expressed a hope that your removal to the duties of actual service will not diminish your application to liberal studies. I would now, for a moment, call your attention to the situation in which you will be placed, with the view of impressing upon you the necessity of upholding, by your practice, that moral standard which has here been not only enforced by precept but illustrated by example. From the position which England occupies with respect to India, the conduct of her sons becomes a matter of incalculable importance. A handful of Englishmen scattered over the expanse of a great empire, placed in stations of great trust and responsibility, clothed with the externals as well as the substance of authority among myriads of natives, must necessarily attract an unusual degree of attention; and although, from various causes, the results of Native observation may not reach you, you must not thence infer that its eye is withdrawn from your path. The people among whom you are to sojourn are by no means deficient either in acuteness or judgment—they observe and they reflect. Bear, then, in mind, that you will be called upon to be the guardians not only of your own honour, but of your country's—of that country you will, in some sort, be the representatives; and the opinion which the people of India find reason to form of you, will be extended to the nation to which you belong. I do not offer this admonition in fear or in doubt. I look forward to the confident belief that your respective careers will be marked by an undeviating regard to the dictates of duty and honour; and I am justified in this, by a knowledge of the circumstances under which your studies have been pursued. But, as this is the last time that it will devolve upon me to address you on your duties and prospects, I am anxious to record my attachment to the Service on which you are entering, by adverting to its claims upon you to sustain the estimation in which it is so justly held. The profession which you have adopted binds you to a punctilious discharge of every duty, and to the cultivation of every noble feeling. The soldier should bear a law within his breast, restraining him from all that is unworthy and illiberal, and directing him to all that is generous and good. In him should pre-eminently flourish that nice and delicate sense of honour, which (in the words of Burke) "feels a stain like a wound." The remarks which I have felt it my duty to make may appear peculiarly addressed to those who have completed their studies here; but I would urge them, with no less anxiety, upon the juniors, who have yet some time to prepare themselves for the scene of their future duties. To them I would say—the period of your undertaking these duties is not very far distant: and if, when it arrives, the parting advice which I have now given should remain fixed in your memories and on your hearts, it will, I think, contribute something to your happiness; and the consciousness of having thus contributed will, I assure you, add very greatly to mine. Gentlemen Cadets,—I have now only to bid you farewell; and may all the wishes which the warmest and most attached of your friends can form for your welfare, be fully and completely realized!"

UNITED SERVICE MUSEUM,
MIDDLE SCOTLAND YARD (4270 MEMBERS).

ABSTRACT OF RECENT DONATIONS (1st November, 1836.)

LIBRARY.—BOOKS.

ADMIRALTY, the Hbds Commissioners of.—A Catalogue of 7385 Stars, from Observations made at the Observatory of Paramatta, 1829-26; 4to. 1835.

Beaufort, F., Capt., R.N., F.R.S., &c. &c.—Atlas Hydrographique du Voyage autour du Monde, sur la corvette La Favorite, commandée par M. Laplace; Paris, folio, 1835. Exposé des Travaux relatifs à la Reconnaissance Hydrographique des Côtes Occidentales de France, par M. Beautemps-Beaupré; 4to. Paris, 1829. Mémoire sur les Atterrages des Côtes Occidentales de France, par M. le Saulnier de Vauhello; 4to. Paris, 1833. Atlas du Voyage autour du Monde, exécuté sur la corvette La Coquille, par le Chevalier L. T. Duporney. Charts published by the Admiralty during the year 1835.

Burnett, Sir Wm., K.C.H.—Regulations and Instructions for the Medical Officers of H. M. Fleet; Lond. 1835.

Carnac, Sir J. R., Bart., Chairman of the Hon. Court of Directors of the East India Company.—The Trigonometrical Survey of India. Complete Set of the Charts, &c., published by the H. E. I. Company.

Clerke, T. H. S., Major, Unat., K.H., F.R.S., &c.—The Encyclopædia Britannica; 3rd edit. 4to. Edinb. 1797; in 18 vols. (desunt vols. 14, 16, 18). Mémoires du Maréchal Suchet, 2 vols. 8vo. Paris, 1828; with a folio Atlas.

Collin, George, Esq.—Report of the Commissioners for inquiring into the System of Military Punishment in the Army, with the Evidence.

Collings, Joseph Beckett, Esq., Malta Dock-yard.—La Geografia di Strabone, tradotta da M. Alfonso-Buonaccogli; 4 vols. small 4to. Venice, 1562.

Cooke, J. H., Capt. Unat. (the Author).—Narrative of Events in the South of France, and of the Attack on New Orleans; 8vo. London, 1835.

Elmslie, Wm. Logan, Ensign 10th Foot.—Œuvres Complètes de Voltaire; 70 vols. 8vo. Paris, 1784.

Ireland, H. E. the Lord-Lieutenant of.—Ordnance Townland Survey of the Counties of Armagh, Monaghan, and Louth.

Jebb, J., Captain R. E. (the Author).—Practical Treatise on Strengthening and Defending Outposts; 8vo. Chatham, 1836.

Kinnaird, Hon. G., Lieut. R.N.—Narrative of a Journey from Lima to Para, by Lieut. W. Smyth and Mr. F. Lowe, late of H. M. S. Samarang; 8vo. London, 1836.

Linnean Society of London.—Transactions of the Linnean Society, vols 16 and 17.

McGrigor, Sir J., Bart., M.D., F.R.S., K.T.S., &c.—Instructions for the Management of Naval Hospitals.

Mangles, James, Commander R.N.—Cartes Géographiques du Voyage à Meioe, &c., au fleuve Blanc, par M. Fréd. Caillaud; folio, Paris, 1827.

Marshall, Mrs.—Description of (the late) Commander Marshall's New Mode of Mounting and Working Ships' Guns; 4to. London, 1829.

Munro, Alexander, Lieut. Rifle Brigade.—Twenty-five Years in the Rifle Brigade, by the late Quartermaster Wm. Surtees; 8vo. Edinb. 1833. Random Shots from a Rifleman, by T. Kincaid, late Captain, Rifle Brigade; 8vo. London, 1834.

O'Halloran, Sir Joseph, C.B., Colonel H. E. I. C. S.—Strictures on the Ecclesiastical and Literary History of Ireland, by T. Campbell, LL.D.; 8vo. Dublin, 1789.

Ordnance, the Master-General of.—Trigonometrical Survey of Great Britain; Sheets No. 63, 52, 51, and 60.

O'Reilly, F. W., Lieut.-Col. h.p. Royal African Corps.—Third Report of the Commissioners for inquiring into the Condition of the Poorer Classes in Ireland; folio, 1836.

Penn, Wm., Esq., Lieut. Royal Bucks Militia.—The Great Art of Artillery, by Casimir Simienowicz; folio, London, 1729. The Art of Gunnery; small 4to. London, 1600.

Porter, Sir Robt. Ker, K.L.S., K.C.H., Chargé d'Affaires, Caracas.—Narrative of the Campaign in Russia, 1812; 4to. London.

Purchased.—History of British Fishes, by Wm. Yarrell, F.L.S.; 2 vols. 8vo. London, 1836. Travels into Bokhara, by Lieut. A. Burnes, F.R.S.; 3 vols. 8vo. London, 1835. Southey's Life of Nelson; 8vo. Lyell's Geology; 4 vols. 12mo 3rd edit. Narrative of the Arctic Land Expedition, 1823-34-35, by Capt. Geo. Back, R.N.; 8vo. London, 1836. Force Navale de la Grande Bretagne, par M. le Baron C. Dupin; 2 vols. 4to. Paris, 1825. Histoire des Ordres de Chevalerie, par A. M. Perrot; 4to. Paris, 1830. Connexion of the Physical Sciences, by Mrs. Somerville; 2nd edit. 8vo. London. The Penny Cyclopædia, from the commencement.

Ridgeway, T. H., M.D.—La Médecine d'Armée, par M. de Meyseroy. The Duties of a Regimental Surgeon, by R. Hamilton; 2 vols. 8vo. Remarks on the Constitution of the Medical Department of the Army, by Robt. Jackson, M.D. Instructions to Regimental Surgeons, 8vo. 1804. Instructions for the Regulation of Regimental Hospitals.

Rooke, H. Willoughby, Major-General, C.B., K.C.H.—Army Lists for 1755-1757; Ditto, for 1781 to 1787 (in morocco).

Royal Society of London.—Philosophical Transactions for 1830-31-32-33-34-35-36; 7 vols. 4to.

Smyth, W. H., Capt. R.N., F.R.S., &c.—Observations on Halley's Comet.

Sparks, J. P., Capt. 38th Foot.—Gleanings in Science, Nos. 1 to 36. Calcutta Journal of the Asiatic Society of Calcutta, Nos. 1 to 24.

Stratford, W. S., Lieut. R.N., F.R.S., R.A.S., &c.—Nautical Almanacs for 1836-37-38.

Shadwell, C. F. A., Esq., R.N.—Table of Arcs for facilitating the Computation of the Latitude by Double Altitudes of Fixed Stars.

Sykes, W. H., Lieut.-Col. Bombay Army, F.R.S., &c. (the Author).—On the Atmospheric Tides of Dukhun.

Temple, Sir Grenville, Bart., Major, Unat (the Author).—Travels in Greece and Turkey; 2 vols. 8vo. London, 1836.

Thornton, J., Major h.p.—Traité sur le Service de l'Etat Major-Général des Armées, par M. le Général Grimoard; 8vo. Paris, 1809.

Touss, Lewis, H. J., Esq.—Traité Élémentaire de Chimie, par A. L. Lavoisier; 2 vols. 8vo. Paris, 1801. Opuscules Physiques et Chimiques, par A. L. Lavoisier; 8vo. Paris, 1801. Œuvres de Bernard; 13mo. Paris. Modern Greek and English Lexicon, by the Rev. J. Lowndes; 8vo. Corfu, 1827. MS. Course of Lectures on Chemistry, in modern Greek.

Tupman, Sam., Esq.—Mercator's Atlas; folio, 1685.

Zoological Society of London.—Transactions of the Zoological Society; vol. I.

PAINTINGS, ENGRAVINGS, &c.

Fitz-~~James~~ Earl of K.T., &c.—Portrait in oil of the late Admiral Duff.
Huggins, W. J., Esq., Marine Painter to the King.—Engraving representing the capture of the Spanish slave-brig Formidable, by H. M. brig Buzzard. Engraving of the Cape Breton steamer in a gale of wind. Two Engravings of H. M. revenue-cutter Prince George.

Eage, Vice-Admiral B. W.—Painting in oil of the commencement of the Battle of Trafalgar, by Whitecombe. Painting in oil of ships in a typhoon off the Mauritius, by Huggins. Painting in oil of French ships-of-war, by Monima; painted for Louis XV.

MODEL ROOM.

Bowles, Wm., Capt. R.N., Comp. Gen. Coast Guard.—Model of an improved serving mallet, invented by Mr. W. Ellis, Second Mate H. M. rev. cutter Vitoria.

Dickson, Lothian, Capt. h.p. 25th Regiment.—Model of a soldier's knapsack, with waterproof cape—proposed by the donor.

Duyet, M., Lieut. R.N.—Model of a French gun-boat.

Emery, T. B., Lieut. R.N.—Model of an improved method of fitting boats' tackles—by the donor.

Hooker, Mr. Wm., late of H. M. Dock Yard, Deptford.—A model exhibiting some improvements in flush-deck vessels.

Parkinson, C. F., Capt. 87th Regiment.—A knapsack, with suggestions and improvements by the donor.

Perceival, Chas. Esq., Vet. Surg. R.A.—Patent horse Sandal.

Routh, Randolph, Cornet, 4th Lt. Drag.—Model, in ivory, of a 46-gun frigate, in a glass case.

Tomlin, Sir Warwick, Major, South Devon Yeomanry.—Model of the movements of threes for cavalry.

NATURAL HISTORY.

Back, Geo., Capt. R.N.—Skin of a Terrier and of a white Wolf. The wolf was shot after carrying off the dog.—(Vide Capt. Back's Journal, page 462.)*

Boileau, C. L., Major Rifle Brigade.—26 bottles, containing Chameleons, Snakes, Scorpions, Eggs of the Cobra Capella, &c. &c.

Boulton, F. M., Commander R.N.—Specimen of "fungus Gaulo melitensis," used as a styptic.

Cockburn, Colonel.—Two golden Couroucous (Trogon Pavinus).

Fenchies, La Baronne de.—Stuffed Alligator, and Boa Constrictor.

Ford, J., Lieutenant, h.p. late 79th.—Sample of Rotten-Stone from Bohemia, called Polischiefer, which has recently been discovered by Professor Ehrenberg to consist of infusorial exuvie.

Glennie, Will., Esq.—Fifteen specimens of Amethyst, Calc. Spar, &c., &c., from Mexico.

Hope, Rev. F. W., Pres. Ent. Soc. &c.—120 Insects, (chiefly coleopterous), from Senegal.

Hammer, Mrs. Henry.—Secondary Limestone, with Trilobites, Terebratula, &c. Fresh-water

formation, Isle of Wight, with Paludine. Osseous Broccia from Gibraltar, &c.

Hawkins, Capt. Ethelred, 22nd Regiment.—31 Specimens of the Woods of Jamaica, polished.

Hooker, James, Lieut. R.N.—Skull and Horns of the Wild Buffalo of India.

Lindsay, Martin, Lieut.-Colonel, 78th Regiment.—Argus Pheasants, male and female, from Penang.

Male, C. S., Capt. 8th Foot.—Specimens of Scorpions, Tarantula, &c., in spirits. Five Nests of the Tarantula.

Macleod, H. G., Lieut. Col.—Two specimens of "Trogon Pavinus."

Neville, P. Percy, Capt. 63rd Regt.—Blade of the Elephant Grass in Flower (Himalaya Mountains). Seed of the Cotton Plant. Skin of the Golden Woodpecker (Picus Indicus).

Nicolson, Sir Fred. W. E., Bart., Mate, R.N.—Small Stalactite from Antiparos.

Page, Vice-Admiral, Honj. W.—Tusk of a Narwhal; length 7 feet 10 inches.

Porter, Sir Robt. Ker, K.C.H., K.L.S., Chargé d'Affaires, Caracas.—Branch of White Coral.

Petrifications from Venezuela. Sawyer Beetle, &c.

Rogier, E., Lieut. R.N.—Specimens of Ammonite, Belemnite, and other shells from Cheltenham.

Rutherford, James, Surg. R.N.—Dried specimens of the Mangrove of Malay; one filled with wax to represent the natural pulp. Edible Bird's Nest from Nicobar.

Sall, Wm. Lieut.-Col., R. Newt. Vet. Comp.—A stuffed Seal (young).

Smart, R., Com. R.N., K.H.—Skull of an African Elephant (large).

Stoddart, Miss.—Specimen of the Petrified Forest at Canaan, Madeira.

Steng, P. D., Lieut. 73th Light Infantry.—Skin of "Moschus Memna," from the King of Oude's territories.

Stuart, Sir James, Bart., late Major 7th Hussars.—Stuffed Black Cock, Ptarmigan, and Alpine Hare (in glass cases) from the West Highlands. A Madagascar Bat (in glass case).

Smyth, Wm., Lieut. R.N., H.M.S. Terror.—A very fine "Achatina Sultana," Banks of the Amazon. Specimens of Anadonta, Ampullaria, &c.

Usaher, Sir Thos., Capt. R.N., K.C.H.—Three large and beautiful Stalactites, from the Caves at Bermuda.

Wetherall, J., Capt 41st Regt.—Fifty-six Bird Skins, from various localities. Thirty-six Bottles, containing Snakes, Reptiles, &c.

HISTORY.—OBJECTS OF HISTORICAL INTEREST, ILLUSTRATIVE OF, MANNERS AND CUSTOMS, &c.

Abbot, Mrs.—Head of a New Zealander. New Zealand Idol. Paper Mat. Fish-hooks, &c.
 Bagnold, T. M., Capt. R.M.—The Pistol, Powder-horn, Gimlet, Tinder box, and Bottle of Turpentine, found on the person of "Jack the Painter," the incendiary of Portsmouth Dock-yard, with an autograph Letter from Sir F. Fielding, on his arrest.

Bates, H., Lieut. 82nd Regt.—Dress of a Native of the Cossia Hills, near Silhet, Bengal, with the Sling for carrying Pawn, Betel, and Chonam. Musical Instrument of the Cossias.

Campbell, Pat., Lieut. Col. R.A.—His Majesty's Consul-General in Egypt.—Arms and Armour left by the Venetians in the Armory of Candia, viz.:—a Brigandine, Cuirass, Helmet, Morion, Chain Gauntlet, with plates for the wrist; Two-handed and other Swords, &c.
 Cheyne, Geo., Capt. R.N.—An ancient Peruvian earthen Bust, presented to Bolivar during his residence in the Town of Cusco—with an autograph Letter from Colonel Santa Ana to Capt. Cheyne.
 Codrington, Sir Edw., Vice-Admiral, G.C.B., G.C.M.G.—Gunpowder taken out of one of the guns of the Royal George, in 1835.

Dickinson, Thos., Capt. R.N.—Fragments of an Iron Tank, with three Dollars, a Pin, Fragments of Pottery, Glass, &c., taken up from the wreck of H.M.S. Thetis, in eight fathoms' water.

Dwyer, M., Lieut. R.N.—An Inkstand made from the stone used to erect the Column of Invasion (so called by Buonaparte) at Boulogne.

Edie, Wm., Captain, 98th Foot.—A large collection of Arms, Implements, &c. &c., used by the various tribes of South Africa, principally the Zoulu, Amponda, Amatosen, and Bituance tribes.

Franklin, Lady.—Bottle of the Water of the Nile, a Bardak, or earthen Cooling Jar; an Egyptian Brick-Stamp with hieroglyphics.

Galindo, Juan, Colonel.—Bows and Arrows of the Mayan Indians; three Idols of the Maya Indians.

Geographical (Royal) Society of London.—Models of Laccadive and Maldiva Boats; Blowpipes, Bows and Arrows of the Macaoe Indian; a Persian Lantern.

Harrison, Mr. Richard.—Fac-simile of Magna Charta, with the Arms and Seals emblazoned

Henning, Alex., Lieut. R.N., Commander of the East India ship Windsor Castle.—Two Clay Figures (natural size) representing a Bheestie or Water-Carrier, and a Durjee or Tailor of Bengal
 Hodges, H. S., Captain, late 7th Dragoon Guards.—Canadian Women's Shippers; eighteen copper Coins, various.

Lee, J. J., LL.D., F.R.S., &c.—52 Silver Coins found at Hartwell, near Aylesbury, in 1835—reigns of Elizabeth, James I., and Charles I.

McGladry, John, Lieut. R.N.—Two Copper Cloak-pins used by the ancient Irish; Flint Arrow-head; Iron Finger-ring, and three Coins, found near Ballynass, Co. Donegal.

Monro, James, Esq., Lynton, Hants.—Coin of "Ptolemy Evergetes"
 Neville, P. Percy, Captain, 63rd Regiment.—Hat from the Himalaya Mountains, covered with Pelican's Skin; Ghooorkhah, two pointed Dagger, made from a piece of Black Buck's Horns.

Page, Vice-Adm. Benj. William.—Two Pairs of East India Nabob's Shippers; a Piece of Checkered Cloth, blue and white, made at Tanbucton.

Porret, R., Esq., Ordn. Dep., Tower.—An old English Steel Cross bow, called the "Stump Bow," with Windlass, complete.

Postans, Thos., Lieut., 50th Bomb. N. Inf.—An Ornamental Saddle-cloth, from the Province of Cutch.

Rennie, Geo. Esq., F.R.S.—Shield of Buffalo's Hide; Bow and Arrows; Basket ornamented with Cowries.

Rainier, Peter, Lieut., R.N.—Shirt of Chain Armour, very fine; Bedouin Shield and Spear, Malay Spear; various East Indian Spears; Hottentot Bow and Arrows; South American Bow and Arrows; Mahatta Dagger; a Crook used by the shepherds of the present day in Arcadia; a Brick-Stamp with hieroglyphics; and a Pair of Human Mummies' Feet; Mummy of a Crocodile.

The above are from the Collection of the late Captain Peter Rainier, R.N., C.B.
 Templetown, Lord Viscount.—Eight Stone Celts, or British Hatchets, two Flint Arrow-heads; a stone Cup; a Bronze Celt, and Bronze Spear-head—all dug up near Castle Upton, Tempelpatrick, Co. Antrim.

Torry, T., late Lieut. 15th Lt. Dragoons.—Female Esquimaux Dress.
 Ward, Geo., Esq., Beaumont, Seven Oaks.—The Sword worn by General Wolfe when he fell at Quebec, 1759 (authenticated).

Wetherall, Sir Frederick.—Preserved Head of a New Zealand Chief.

Woodd, the Rev.—A Captain's Commission, granted by Charles II. to Basil Woodd, Esq., an ancestor of the donor's; a Pass granted to the above Capt. Woodd by General Fairfax, in command of the Parliament Forces, 1646.

We are happy to add that a legacy of 100*l.* has been liberally bequeathed to this Professional Institution by the late Captain Charles Hope Watson, R.N., of Edinburgh. We trust this public-spirited precedent may be followed, not only in the shape of bequests, but by pecuniary donations from those living patrons of the Establishment whose fortunes enable them to indulge so well-placed a species of liberality.

DISTRIBUTION OF THE ARMY ON THE 1st JANUARY, 1837

AND REFERENCE TO THE FOREIGN SERVICE OF REGIMENTS.

| Regiments and Corps. | Stations of Troops or Service Companies. | Stations of Depôts. | Year of going on Foreign Service. | Year of returning from Foreign Service. | Whence returned. | Agents British & Irish Establishment |
|----------------------|--|---------------------|-----------------------------------|---|------------------|--------------------------------------|
| 1st Life Gds. | Hyde Park | .. . . | .. | 1816 | France | Collyer |
| 2nd do. | Windsor | .. . . | .. | 1816 | France | Cox & Co. |
| Rl. Horse-gds. | Regent's Park | .. . . | .. | 1816 | France | Cox & Co. |
| 1st Drag-gds. | Manchester | .. . . | .. | 1816 | France | Cox & Co. |
| 2nd do. | Longford | .. . . | .. | 1818 | France | Cox & Co. |
| 3rd do. | Ballinacollig | .. . . | .. | 1814 | Spain | Col. & Cane |
| 4th do. | Dorchester | .. . . | .. | 1813 | Portugal | Col. & Cane |
| 5th do. | Leeds | .. . . | .. | 1814 | Spain | Cox & Co. |
| 6th do. | Nottingham | .. . . | .. | 1808 | Buen. Ayres | Collyer |
| 7th do. | Birmingham | .. . . | .. | 1799 | Holland | Col. & Cane |
| 1st Dragoons | Dublin | .. . . | .. | 1816 | France | Hopkinson |
| 2nd do. | Dunlalk | .. . . | .. | 1816 | France | Cox & Co. |
| 3rd do. | Cahir | .. . . | .. | 1818 | France | Hopkinson |
| 4th do. | Bombay | .. . . | 1822 | | | Hopkinson |
| 6th do. | Brighton | .. . . | .. | 1816 | France | Cox & Co. |
| 7th Hussars | Hounslow | .. . . | .. | 1818 | France | Cox & Co. |
| 8th do. | Dublin | .. . . | .. | 1823 | Bengal | Hopkinson |
| 9th Lancers | Edinburgh | .. . . | .. | 1813 | Portugal | Cox & Ar. |
| 10th Hussars | York | .. . . | .. | 1828 | Portugal | Cox & Cane |
| 11th Lt. Drag. | Bengal | .. . . | 1819 | | | Collyer |
| 12th Lancers | Coventry | .. . . | .. | 1828 | Portugal | Cox & Co. |
| 13th Lt. Drag. | Madras | .. . . | 1819 | | | Cox & Co. |
| 14th do. | Glasgow | .. . . | .. | 1814 | Spain | Cox & Ar. |
| 15th Hussars | Newbridge | .. . . | .. | 1816 | France | Cox & Ar. |
| 16th Lancers | Bengal | .. . . | 1822 | | | Cox & Co. |
| 17th do. | Ipswich | .. . . | .. | 1823 | Bombay | Hopkinson |
| Gr. Gds. 1st bat. | Wellington B. | .. . . | .. | 1828 | Portugal | |
| .. 2d bat. | St. John's W. | .. . . | .. | 1818 | France | |
| .. 3d bat. | Br. and Win. | .. . . | .. | 1818 | France | |
| Coldst. 1st bat. | Dublin | .. . . | .. | 1814 | France | |
| Gds. 2d bat. | St. Geo. Bar. | .. . . | .. | 1818 | France | Cox & Co. |
| Sc. Fu. 1st bat. | Portman B. | .. . . | .. | 1814 | France | |
| Gds. 2d bat. | The Tower | .. . . | .. | 1828 | Portugal | |
| 1st Ft. 1st bat. | Limerick | .. . . | .. | 1836 | W. Indies | |
| 2d do. 2d bat. | Canada | Boyle | 1836 | | | Cox & Ar. |
| 3rd do. | Bombay | Chatham | 1825 | | | Ashley |
| 4th do. | Bengal | Chatham | 1822 | | | Cox & Co. |
| 5th do. | N. S. Wales | Chatham | 1832 | | | Cox & Co. |
| 6th do. | Coifu | Gosport | 1831 | | | Cox & Atk. |
| 7th do. | Bombay | Chatham | 1821 | | | Cox & Co. |
| 8th do. | Bolton | .. . . | .. | 1836 | Malta | Cox & Ar. |
| 9th do. | Jamaica | Castlebar | 1830 | | | Cox & Co. |
| 10th do. | Bengal | Chatham | 1832 | | | Cox & Ar. |
| 11th do. | Ionian Isl. | Brecon | 1826 | | | Cox & Co. |
| 12th do. | Ionian Isl. | Waterford | 1826 | | | Hopkinson |
| 13th do. | Athlone | .. . . | .. | 1834 | Gibraltar | Cox & Co. |
| 14th do. | Bengal | Chatham | 1822 | | | Cox & Co. |
| 15th do. | W. Indies | Wexford | 1836 | | | Cox & Ar. |
| 16th do. | Canada | Galway | 1827 | | | Cox & Co. |
| 17th do. | Bengal | Chatham | 1819 | | | Kirkland |
| 18th do. | Bombay | Chatham | 1830 | | | Cox & Co. |

| Regiments and Corps. | Stations of Service Companies. | Stations of Depôts. | Year of going on Foreign Service | Year of returning from Foreign Service | Whence returned. | Agents, British & Irish Establishment |
|----------------------|--------------------------------|---------------------|----------------------------------|--|------------------|---------------------------------------|
| 18th Foot . . | Ceylon . . | Galway . . | 1836 | | | Cox & Cane |
| 19th do. . . | Buttevant . . | • | • | 1836 | W. Indies | Cox & Co. |
| 20th do. . . | Bombay* . . | Chatham . . | 1819 | | | Cox & Co. |
| 21st do. . . | Van Die. Land . . | Chatham . . | 1833 | • | | Cox & Co. |
| 22nd do. . . | Jamaica . . | Templemore . . | 1826 | | | Cox & Co. |
| 23rd do. . . | Kilkenny . . | • | • | 1834 | Gibraltar | Cox & Co. |
| 24th do. . . | Canada . . | Youghal . . | 1829 | | | Cox & Cane |
| 25th do. . . | Templemore . . | • | • | 1830 | West Indies | Cox & Ar. |
| 26th do. . . | Bengal . . | Chatham . . | 1828 | | | Lawrie |
| 27th do. . . | Cape of G. H. . . | Chatham . . | 1835 | | | Cox & Ar. |
| 28th do. . . | N. S. Wales . . | Chatham . . | 1835 | | | Cox & Co. |
| 29th do. . . | Mauritius . . | Devonport . . | 1826 | | | Cox & Cane |
| 30th do. . . | Bermuda . . | Hull | 1834 | | | Cox & Ar. |
| 31st do. . . | Bengal . . | Chatham . . | 1825 | | | Downes |
| 32nd do. . . | Canada . . | Plymouth . . | 1830 | | | Hop. & Cane |
| 33rd do. . . | Gibraltar . . | Bun | 1836 | | | Cox & Co. |
| 34th do. . . | America . . | Newbudge . . | 1829 | | | Cox & Co. |
| 35th do. † . . | Cork | • | • | 1832 | W. Indies | Cox & Ar. |
| 36th do. . . | W. Indies . . | Devonport . . | 1830 | | | Price & Ar. |
| 37th do. . . | Jamaica . . | Plymouth . . | 1830 | | | Law & Cane |
| 38th do. . . | Weedon . . | • | • | 1836 | Bengal | Cox & Co. |
| 39th do. . . | Madras . . | Chatham . . | 1827 | | | Cox & Co. |
| 40th do. . . | Bombay . . | Chatham . . | 1821 | | | Lawrie |
| 41st do. . . | Madras . . | Chatham . . | 1822 | | | Cox & Co. |
| 42nd do. . . | Edinburgh . . | • | • | 1836 | Ionian I.-I. | Cox & Co. |
| 43rd do. . . | America . . | Plymouth . . | 1835 | | | Cox & Ar. |
| 44th do. . . | Bengal . . | Chatham . . | 1822 | | | Cox & Co. |
| 45th do. . . | Madras . . | Chatham . . | 1819 | | | Cox & Co. |
| 46th do. . . | Dublin . . | • | • | 1833 | Madras | Cox & Ar. |
| 47th do. . . | Malta | Portsmouth . . | 1834 | | | Cox & Ar. |
| 48th do. . . | Manchester . . | • | • | 1835 | Madras | Cox & Co. |
| 49th do. . . | Bengal . . | Chatham . . | 1822 | | | Cox & Co. |
| 50th do. . . | N. S. Wales . . | Chatham . . | 1834 | | | Cox & Co. |
| 51st do. . . | Belfast . . | • | • | 1834 | Ionian Isl. | Kirk & Cane |
| 52nd do. . . | Gibraltar . . | Carlisle . . | 1836 | | | Cox & Cane |
| 53rd do. . . | Ionian Isl. . . | Cork | 1829 | | | Cox & Co. |
| 54th do. . . | Madras . . | Chatham . . | 1819 | | | Cox & Co. |
| 55th do. . . | Madras . . | Chatham . . | 1821 | | | Cox & Co. |
| 56th do. . . | Jamaica . . | Sunderland . . | 1831 | | | Cox & Ar. |
| 57th do. . . | Madras . . | Chatham . . | 1825 | | | Cox & Co. |
| 58th do. . . | Ceylon . . | Portsmouth . . | 1828 | | | Cox & Co. |
| 59th do. . . | Gibraltar . . | Portsmouth . . | 1834 | | | Cox & Ar. |
| 60th do. 1st bat. . | Ionian Isl. . . | Newcastle . . | 1830 | | | Cox & Ar. |
| 2d bat. . . | Gibraltar . . | Jersey . . . | 1835 | | | Cox & Ar. |
| 61st do. . . | Ceylon . . | Fermoy . . . | 1828 | | | Cox & Co. |
| 62nd do. . . | Madras . . | Chatham . . | 1830 | | | Cox & Co. |
| 63rd do. . . | Madras . . | Chatham . . | 1829 | | | Collyer |
| 64th do. . . | Jamaica . . | Fort George . . | 1834 | | | Cox & Ar. |
| 65th do. . . | W. Indies . . | Kinsale . . . | 1829 | | | Cox & Co. |
| 66th do. . . | Canada . . | Kinsale . . . | 1827 | | | Cox & Atk. |
| 67th do. . . | W. Indies . . | Sheerness . . | 1831 | | | Cox & Ar. |
| 68th do. . . | Gibraltar . . | Portsmouth . . | 1834 | | | Hopkinson |
| 69th do. . . | W. Indies . . | Chatham . . | 1831 | | | Kirk & Ca. |
| 70th do. . . | Malta | Guernsey . . | 1834 | | | Cox & Ca. |
| 71st do. . . | Dublin . . | • | • | 1834 | Bermuda | Price |
| 72nd do. . . | Cape of G. H. . . | Limerick . . | 1828 | | | Cox & Co. |
| 73rd do. . . | Ionian Isl. . . | Mullingar . . | 1827 | | | Lawrie |

* On passage home.

† Ordered to the Mauritius.

| Regiments and Corps. | Stations of Service Companies. | Stations of Depôts. | Year of going on Foreign Service. | Year of returning from Foreign Service. | Whence returned. | Agents. British & Irish Establishment. |
|-------------------------------------|--------------------------------|-----------------------------------|--|---|------------------|--|
| 74th Foot . . . | W. Indies | Perth . . . | 1834 | • | | Hop. & Ar. |
| 75th do. . . | Cape of G. H. | Naas . . . | 1830 | | | Cox & Co. |
| 76th do. . . | W. Indies | Stirling . . | 1834 | | | Cox & Ar. |
| 77th do. . . | Dublin . . . | • . . . | • . . . | 1834 | Jamaica • | Cox & Co. |
| 78th do. . . | Ceylon . . . | Armagh . . | 1826 | | | Cox & Co. |
| 79th do. . . | Glasgow . . | • . . . | • . . . | 1836 | Canada | Cox & Co. |
| 80th do. . . | Chatham† | • . . . | • . . . | 1831 | Ionian Isl. | Lawrie |
| 81st do. . . | Gibraltar . | Clare Castle. | 1836 | 1832 | | Cox & Ca. |
| 82nd do. . . | Gibraltar . | Cork . . . | 1836 | | | Cox & Ar. |
| 83rd do. . . | America . . | Stockport . | 1834 | | | Law. & Ar. |
| 84th do. . . | Jamaica . . | Cashel . . | 1827 | | | Cox & Co. |
| 85th do. . . | America . . | Clonmel . . | 1836 | | | Cox & Co. |
| 86th do. . . | W. Indies . | Fermoy . . | 1826 | | | Cox & Ar. |
| 87th do. . . | Mauritius . | Nenagh . . | 1831 | | | Cox & Co. |
| 88th do. . . | Portsmouth | • . . . | • . . . | 1836 | Ionian Isl. | Cox & Co. |
| 89th do. . . | W. Indies . | Omagh . . . | 1835 | | | Cox & Ar. |
| 90th do. . . | Ceylon . . . | Tralce . . . | 1835 | | | Cox & Ar. |
| 91st do. . . | St. Helena . | Drogheda . . | 1835 | | | Hop. & Ca. |
| 92nd do. . . | Malta . . . | Londouderry | 1833 | | | Cox & Co. |
| 93rd do. . . | Newry . . . | • . . . | • . . . | 1834 | W. Indies | Cox & Co. |
| 94th do. . . | Birr . . . | • . . . | • . . . | 1834 | Malta | Kirk. & Ar. |
| 95th do. . . | Dublin . . . | • . . . | • . . . | 1835 | Ionian Isl. | Lawrie |
| 96th do. . . | Enniskillen | • . . . | • . . . | 1835 | N. America | Cox & Cane |
| 97th do. . . | Woolwich . . | • . . . | • . . . | 1836 | Ceylon | Cox & Co. |
| 98th do. . . | Cape of G. H. | Gosport . . | 1825 | | | Cox & Co. |
| 99th do. . . | Mauritius . | Plymouth . | 1825 | | | Cox & Co. |
| Rifle B. { 1st bt. | Chatham . . | • . . . | • . . . | 1836 | America | Cox & Co. |
| 2d bt. | Ionian Isl. | Dover . . . | 1826 | | | Cox & Co. |
| Rl. Staff Corps. | Hythe . . . | • . . . | • . . . | Detachments various periods. | | |
| | | | REGIMENTAL AGENTS. | | | |
| 1st West Ind. Regiment . . | W. Indies . . | Colonial Corps. Agents. Cox & Co. | Armit, Borough, & Co. Leinster-st. Dublin. | | | |
| 2nd do. . . | N. Providence and Honduras | Cox & Co. | Ashley, James, 135, Regent-street. | | | |
| Ceylon Rifle Regiment . . | Ceylon . . . | Kirkland | Atkinson, John, Ely-place, Dublin. | | | |
| Cape Mounted Riflemen . . | Cape of G. H. | Kirkland | Cane, Richard, & Co. Dawson-st. Dublin. | | | |
| Royal African Colon. Corps . | Sierra Leone. | Kirkland | Collyer, G. S., Park-place, St. James's. | | | |
| R. Newfoundland Veteran Companies . | Newfoundland | Kirkland | Cox, Hammersley, and Cox, Craig's-court. | | | |
| Royal Malta Fencibles . . | Malta . . . | Kirkland | Downes, C., 14, Warwick-st. Charing Cross | | | |
| | | | Hopkinson, Barton, & Knyvett, Regent-st. | | | |
| | | | Kirkland, J. (Gen. Agent,) 80, Pall Mall. | | | |
| | | | Lawrie, John & Charles M'Grigor, Robert-street, Adelphi. | | | |
| | | | Price, W. F., 34, Craven-st., Strand. | | | |

GENERAL AGENTS FOR THE RECRUITING SERVICE.

Great Britain—John Kirkland, Esq., 80, Pall Mall.

Ireland—Sir Bagenall W. Burdett, Bart., Dublin.

AGENTS FOR THE DECCAN PRIZE MONEY.

Lieut. Col. Arbuthnot and John Kirkland, Esq.—Office, 80, Pall Mall.

N. B.—A reference to the List of Agents will explain the Abbreviations.

• Ordered home.

† Ordered for N.S. Wales.

LIST of SHIPS of the Royal Navy in Commission 1st January, 1837, specifying their respective Ratings, Ages, the Yards where Built, the Dates of being Commissioned, and Present Stations.

| Names. | No. of Guns. | By whom Commanded. | Where Built. | When Built. | When Commissioned. | Present Station. |
|--------------------------|--------------|---------------------------------------|----------------|-------------|--------------------|--------------------|
| FIRST RATES. | | | | | | |
| Britannia | 120 | Capt. J. W. D. Dundas | Plymouth | 1820 | 1836 | Portsmouth |
| Caledonia | 120 | Capt. G. B. Martin, C.B. | ditto | 1808 | 1833 | Mediterranean |
| Howe | 120 | Capt. A. Ellice | Chatham | 1815 | 1835 | Sheerness |
| San Josef | 110 | Capt. R. Thomas | | | 1836 | Plymouth |
| Royal Adelaide | 104 | Capt. J. Sykes | Plymouth | 1828 | 1836 | ditto |
| Temeraire | 101 | Capt. T. F. Kennedy | Chatham | 1798 | 1836 | Sheerness |
| Victory | 104 | Capt. T. Scoble | ditto | 1765 | 1836 | Portsmouth |
| SECOND RATES. | | | | | | |
| Godney | 92 | Capt. Hyde Parker | Pembroke | 1833 | 1835 | Mediterranean |
| Asia | 81 | Capt. W. Fisher | Bombay | 1824 | 1836 | ditto |
| Canopus | 84 | Capt. Hon. J. Pecev, C.B. | Toulon† | 1796 | 1833 | ditto |
| Thunderer | 81 | Capt. W. F. Wise, C.B. | Woolwich | 1831 | 1833 | ditto |
| Bellerophon | 80 | Capt. S. Jackson, C.B. | Portsmouth | 1818 | 1836 | ditto |
| Vanguard | 80 | Capt. Hon. D. P. Bouvierie | Pembroke | 1836 | 1836 | ditto. |
| THIRD RATES. | | | | | | |
| Revenge | 78 | Capt. W. Elliott, C.B. | Chatham | 1805 | 1834 | Mediterranean |
| Excellent | 76 | Capt. T. Hastings | Portsmouth | 1810 | 1834 | Portsmouth |
| Cornwallis | 74 | Capt. Sir J. R. Rowley, Bt | Bombay | 1813 | 1836 | Lisbon |
| Edinburgh | 74 | Capt. J. R. Daines | Merchant's Yd | 1811 | 1833 | Mediterranean |
| Hastings | 74 | Capt. H. Shiffner | Calcutta | 1818 | 1834 | Lisbon |
| Hercules | 74 | Capt. M. F. F. Berkeley | Chatham | 1815 | 1836 | ditto |
| Magnificent | 74 | Lieut. J. Paget | Merchant's Yd | 1806 | 1831 | Jamaica† |
| Malabar | 74 | Capt. Sir W. A. Mordaunt, C.B. & C.H. | Bombay | 1818 | 1834 | Lisbon |
| Belleville | 74 | Capt. P. J. Douglas | ditto | 1817 | 1836 | N. Amer. & W. Ind. |
| Minden | 74 | Capt. A. R. Shape, C.B. | ditto | 1810 | 1836 | Lisbon |
| Pembroke | 74 | Capt. Sir T. Fellowes, Kt., C.B. | Merchant's Yd | 1760 | 1836 | ditto |
| Russell | 74 | Capt. Sir W. H. Dillon, K.G.H. | Deptford | 1822 | 1835 | ditto |
| Talavera | 74 | Capt. W. B. Meade | Woolwich | 1818 | 1836 | Plymouth |
| FOURTH RATES. | | | | | | |
| Poitland | 52 | Capt. D. Price | Plymouth | 1822 | 1834 | Mediterranean |
| Worcester | 52 | Capt. E. Spenshott | Woolwich | 1822 | 1834 | East Indies |
| Barham | 50 | Capt. A. L. Corry | Merchant's Yd | 1810 | 1835 | Mediterranean |
| Dublin | 50 | Capt. R. Tat | ditto | 1812 | 1835 | South America |
| Vernon | 50 | Capt. J. McKelvie | Woolwich | 1832 | 1834 | Mediterranean |
| FIFTH RATES. | | | | | | |
| Blonde | 46 | Capt. F. Mason, C.B. | Deptford | 1819 | 1833 | South America |
| Madagascar | 46 | Capt. Sir J. S. Peyton, K.C.H. | Bombay | 1822 | 1836 | West Indies |
| Stag | 46 | Capt. T. B. Sullivan, C.B. | Pembroke | 1830 | 1835 | Plymouth [of Afr. |
| Thalia | 46 | Capt. R. Wauchope | Chatham | 1830 | 1834 | Cape G. Hope & Ct. |
| Forte | 44 | Capt. W. O. Pell | Woolwich | 1814 | 1833 | West Indies |
| Astrea | 42 | Capt. J. Clavel | Merchant's Yd. | 1810 | 1833 | Falmouth† |
| Belvidera | 42 | Capt. C. B. Strong | Deptford | 1809 | 1833 | West Indies |
| Tartar | 42 | Lieut. G. Davies | Deptford | 1814 | 1836 | Chatham‡ |
| Castor | 36 | Com. W. Robertson | Chatham | 1832 | 1832 | Particular Service |
| Inconstant | 36 | Capt. D. Pring | Portsmouth | 1836 | 1836 | Portsmouth |
| Pique | 36 | Capt. Hon. J. H. Rous | Plymouth | 1834 | 1836 | Lisbon |
| SIXTH RATES. | | | | | | |
| Andromache | 28 | Capt. H. D. Chads | Pembroke | 1832 | 1833 | East Indies |
| Conway | 28 | Capt. C. R. Drinkwater | Chatham | 1832 | 1836 | ditto |
| Imogene | 28 | Capt. W. H. Bruce | Pembroke | 1831 | 1836 | South America |
| Rainbow | 28 | Capt. T. Bennett | Chatham | 1823 | 1834 | West Indies |
| Rattlesnake | 28 | Capt. W. Hobson | Chatham | 1822 | 1834 | East Indies |
| Samarang | 28 | Capt. R. F. Rowley | Portsmouth | 1827 | 1835 | Mediterranean |
| Sapphires | 28 | Capt. W. Broughton | Cochin | 1822 | 1836 | Portsmouth |
| Talbot | 28 | Capt. K. W. Pennell | Pembroke | 1824 | 1834 | South America |
| Tyde | 28 | Capt. W. Ingestrie, C.B. | Woolwich | 1826 | 1834 | Mediterranean |

* Taken from Spadiards in 1797.

† Taken from the French in 1798.

‡ Receiving Ship—reduced to the complement of four guns.

§ Commissioned by Captain, Superintendent of Packets—reduced to complement of six guns. || Receiving Ship.

| Names | No. of Guns. | By whom Commanded. | Where Built | When Built | When Commissioned. | Present Station. |
|------------------------|--------------|------------------------------|----------------|------------|--------------------|--------------------|
| Volage | 28 | Capt. P. Richards | Portsmouth | 1825 | 1833 | Mediterranean |
| Athena | 26 | Capt. Lord Ed. Russell | ditto | 1821 | 1834 | South America |
| Weymouth | 26 | Capt. H. B. Martin | Pembroke | 1836 | 1836 | Sheerness |
| Eleopatra | 26 | Capt. Hon. G. Grey | ditto | 1837 | 1835 | South America |
| Vestal | 26 | Capt. W. Jones | Sheerness | 1833 | 1833 | West Indies |
| Magicienne | 24 | Capt. G. W. St. J. Mifflinay | Merchant's Yd. | 1812 | 1835 | Lisbon |
| Tribune | 24 | Capt. J. Tompkinson | ditto | 1803 | 1834 | Mediterranean |
| Brune | 24 | Com. R. Scallion | In France | 1787 | 1836 | Chatham* |
| Ceylon | 22 | Lieut. J. G. McKenzie | | | 1834 | Malta† |
| Sloops. | | | | | | |
| Nimrod | 20 | Com. J. Fraser | Deptford | 1828 | 1835 | West Indies |
| Pearl | 20 | Coff. H. Nurse | Merchant's Yd | 1826 | 1835 | Lisbon |
| Wood | 20 | Com. T. Matland | Portsmouth | 1823 | 1835 | ditto |
| Champion | 18 | Com. R. Fair K H. | ditto | 1824 | 1835 | West Indies |
| Columbine | 18 | Com. T. Henderson | ditto | 1826 | 1831 | Coast of Africa |
| Duke | 18 | Capt. L. Davies, C.B. | Pembroke | 1836 | 1836 | Sheerness |
| Favourite | 18 | Com. G. R. Mundy | Portsmouth | 1829 | 1833 | Mediterranean |
| Fly | 18 | Com. R. Elliott | Pembroke | 1831 | 1836 | South America |
| Harrier | 18 | Com. W. H. H. Carew | ditto | 1831 | 1835 | ditto |
| Orestes | 18 | Com. J. J. P. Newell | Portsmouth | 1824 | 1834 | Mediterranean |
| Pyades | 18 | Com. W. L. Castle | Woolwich | 1824 | 1835 | Coast of Africa |
| Tacchouse | 18 | Com. Sir I. E. Home, Bart | Plymouth | 1830 | 1834 | West Indies |
| Rose | 18 | Com. W. Barrow | Portsmouth | 1821 | 1831 | East Indies |
| Rover | 18 | Com. C. Eden | Chatham | 1832 | 1834 | South America |
| Scout | 18 | Com. R. Christie | ditto | 1832 | 1835 | Coast of Africa |
| Wolf | 18 | Com. E. Stanley | Portsmouth | 1826 | 1834 | East Indies |
| Childers | 16 | Com. Hon. H. Keppell | Chatham | 1827 | 1834 | Mediterranean |
| Pelican | 16 | Com. B. Popham | Merchant's Yd | 1812 | 1834 | Coast of Africa |
| Raleigh | 16 | Com. M. Quin | ditto | 1806 | 1834 | East Indies |
| Satellite | 16 | Com. R. Robb | Pembroke | 1826 | 1836 | West Indies |
| Victor | 16 | Com. R. Crozier | Bombay | 1811 | 1831 | East Indies |
| Wasp | 16 | Com. J. S. Fremantle | Merchant's Yd | 1812 | 1833 | West Indies |
| Zelus | 16 | Com. R. C. McCrea | Bombay | 1815 | 1831 | East Indies |
| Brigs. | | | | | | |
| Gho | 16 | Com. W. Richardson (a) | Merchant's Yd | 1807 | 1835 | Mediterranean |
| Gauzer | 16 | Com. W. A. Willis | Chatham | 1828 | 1833 | West Indies |
| Gannet | 16 | Com. J. B. Maxwell | Merchant's Yd | 1814 | 1831 | ditto |
| Harlequin | 16 | Com. J. E. Erskine | Pembroke | 1836 | 1836 | Mediterranean |
| Jasour | 16 | Com. J. Hackett | Merchant's Yd. | 1813 | 1833 | ditto |
| Racer | 16 | Com. J. Hope | Portsmouth | 1833 | 1833 | West Indies |
| Ringdove | 16 | Com. W. F. Lapidge | Plymouth | 1833 | 1833 | Lisbon |
| Serpent | 16 | Com. R. L. Warren | Merchant's Yd. | 1832 | 1836 | West Indies |
| Sparrow Hawk | 16 | Com. C. Pearson | ditto | 1807 | 1833 | South America |
| Wanderer | 16 | Com. T. Dalke | Chatham | 1835 | 1835 | West Indies |
| Wolfenine | 16 | Com. Hon. E. Howard | ditto | 1836 | 1836 | Portsmouth |
| Algerine | 10 | Lieut. W. S. Thomas | Chatham | 1829 | 1835 | East Indies |
| Camelion | 10 | Lieut. J. Bradley | Bombay | 1816 | 1834 | Lisbon |
| Cunlew | 10* | Lieut. E. Norcott | Woolwich | 1830 | 1835 | Coast of Africa |
| Delight | 10 | Lieut. J. Moore (b) | Chatham | 1829 | 1835 | South America |
| Esport | 10 | Lieut. C. W. Riley [ments] | Chatham | 1826 | 1834 | Falmouth |
| Harpy | 10 | Lieut. Hon. G. R. A. Cle- | ditto | 1825 | 1836 | West Indies |
| Leveret | 10 | Lieut. G. J. Bosanquet | Portsmouth | 1825 | 1835 | Coast of Africa |
| Nautilus | 10 | Lieut. W. Crooke | Woolwich | 1830 | 1831 | Mediterranean |
| Rapid | 10 | Lieut. Hon. G. H. Kninard | Portsmouth | 1829 | 1836 | ditto |
| Rolla | 10 | Lieut. F. H. H. Glasse | Plymouth | 1829 | 1833 | Coast of Africa |
| Royalist | 10 | Lieut. C. A. Barlow | Portsmouth | 1823 | 1834 | Lisbon |
| Saracen | 10 | Lieut. T. P. Le Hardy | Plymouth | 1831 | 1833 | ditto |
| Savage | 10 | Lieut. Hon. L. R. Canzon | Plymouth | 1830 | 1836 | Plymouth |
| Scorpion | 10 | Lieut. E. Holland | ditto | 1832 | 1833 | Particular Service |
| Water Witch | 10 | Lieut. J. Adams (b) | | | 1834 | Coast of Africa |
| Speedy, cutter | 8 | Lieut. J. Millett | Pembroke | 1828 | 1835 | Particular Service |
| Cockatrice, brigantine | 6 | Lieut. J. Douglas | ditto | 1832 | 1836 | South America |
| Hornet, ditto | 6 | Lieut. F. R. Coghill | Chatham | 1831 | 1832 | ditto |
| Spider, ditto | 6 | Lieut. J. O'Reilly (a) | ditto | 1832 | 1835 | ditto |
| Viper, ditto | 6 | Lieut. L. A. Robinson | Pembroke | 1831 | 1834 | Lisbon |
| Basisk, ketch | 6 | Lieut. G. G. Macdonald | | | 1835 | South America |
| Pickle, schooner | 5 | Lieut. A. G. Bulman | West Indies | 1827 | 1834 | West Indies |
| Puecher, ditto | 5 | Lieut. G. Byng | ditto | 1827 | 1835 | ditto |
| Skopack, ditto | 5 | Lieut. J. J. Robinson | ditto | 1827 | 1834 | ditto |
| Magpie, cutter | 4 | Lieut. T. S. Brock | Sheerness | 1830 | 1836 | Mediterranean |
| Seaflower, ditto | 4 | Lieut. J. Roche | Portsmouth | 1830 | 1835 | Portsmouth |
| Bonnetta | 3 | Lieut. H. P. Descamps | Sheerness | 1836 | 1836 | Coast of Africa |
| Buzzard | 3 | Lieut. P. Campbell | Portsmouth | 1834 | 1834 | ditto |

* Ordinary D^o post.—Captured from French 1808.

† Receiving Ship—reduced to the complement of two guns.

| Names. | No. of Guns. | By whom Commanded. | Where Built. | When Built. | When Commissioned. | Present Station. |
|--------------------------------|--------------|----------------------------|----------------|-------------|--------------------|------------------|
| Charybdis, brigant. | 3 | Lieut. S. Mercer | Portsmouth | 1831 | 1834 | Coast of Africa |
| Dolphin | 3 | Lieut. T. I. Roberts | Sheerness | 1836 | 1836 | ditto |
| Forrester, brigantine | 3 | Lieut. G. G. Miall | Chatham | 1829 | 1833 | ditto |
| Griffon, ditto | 3 | Lieut. J. G. D'Urban | ditto | 1832 | 1836 | Sheerness |
| Lynx, ditto | 3 | Lieut. H. V. Huntley | Portsmouth | 1833 | 1833 | Coast of Africa |
| Fair Rosamond | 3 | Lieut. G. Rose | Was a Slaver | | 1833 | ditto |
| SURVEYING VESSELS. | | | | | | |
| Ætna | 6 | Capt. A. T. E. Vidal | Chatham | 1824 | 1833 | Coast of Africa |
| Beacon | 8 | Lieut. T. Graves | Pembroke | 1823 | 1833 | Mediterranean |
| Fairy | 10 | Com. W. Hewett (b) | Chatham | 1826 | 1834 | Woolwich |
| Lark | 4 | Lieut. E. Barnett | ditto | 1830 | 1835 | West Indies |
| Mastiff | 6 | Mast.-Com. G. Thomas | Merchant's Yd | 1813 | 1836 | Orkney Isles |
| Raven | 4 | Lieut. G. A. Bedford | Pembroke | 1829 | 1835 | Coast of Africa |
| Starling | 4 | Lieut. H. Kellett | ditto | 1829 | 1835 | South America |
| Sulphur | 8 | Com. E. Belcher | Chatham | 1826 | 1835 | ditto |
| Thunder | 6 | Com. R. Owen | Deptford | 1829 | 1833 | West Indies |
| Terror, bomb | 10 | Capt. G. Buck | | | 1836 | Wager River |
| STEAM VESSELS. | | | | | | |
| Alban | 100 | Lieut. E. B. Tinsling | Deptford | 1826 | 1836 | West Indies |
| Blazer | 160 | Lieut. J. M. Waugh | Chatham | 1834 | 1836 | Mediterranean |
| Carron | 100 | Com. E. E. Owen | Deptford | 1827 | 1836 | West Indies |
| Comet | 80 | Lieut. R. Otway (act.) | ditto | 1822 | 1836 | Lisbon |
| Confiance | 100 | Lieut. W. Arlett | Woolwich | 1827 | 1836 | Woolwich |
| Dee | 220 | Com. W. Ramsay | ditto | 1832 | 1834 | West Indies |
| Echo | 100 | Lieut. W. James | ditto | 1827 | 1836 | ditto |
| Firefly | 140 | Lieut. J. Pearce | ditto | 1832 | 1836 | Mediterranean |
| Flamer | 140 | Lieut. J. M. Potbury | Merchant's Yd. | 1831 | 1836 | Woolwich |
| Hermes | 140 | Lieut. W. S. Blount | Portsmouth | 1835 | 1835 | Mediterranean |
| Lightning | 100 | Lieut. J. Shambler | Deptford | 1823 | 1836 | Woolwich |
| Medea | 220 | Com. H. T. Austin | Woolwich | 1833 | 1834 | Mediterranean |
| Meteor | 100 | Lieut. G. W. Smith | Deptford | 1824 | 1835 | West Indies |
| Phoenix | 220 | Capt. Lord J. Hay | Chatham | 1832 | 1835 | Lisbon |
| Pluto | 100 | Lieut. J. Duffill | Woolwich | 1831 | 1836 | ditto |
| Salamander | 220 | Com. S. C. Dacres | Sheerness | 1832 | 1836 | ditto |
| Spiritfire | | Lieut. A. Kennedy | Woolwich | 1834 | 1834 | Woolwich |
| Tartarus | 160 | Lieut. H. James | Pembroke | 1834 | 1834 | Mediterranean |
| Vulcano | | Lieut. W. M'Ilwaine | Portsmouth | 1836 | 1836 | Woolwich |
| SLOOP OF WAR FITTED AS PACKETS | | | | | | |
| Alert | No. of Guns. | Lieut. C. H. Mornington | Merchant's Yd | 1836 | 1835 | Falmouth |
| Ariseis | 6 | Lieut. J. Downey | Deptford | 1829 | 1829 | ditto |
| Express | | Lieut. W. P. Croke | Deptford | 1836 | 1836 | ditto |
| Goldfinch | 6 | Lieut. E. Collier | Merchant's Yd. | 1808 | 1832 | ditto |
| Hope | 10 | Lieut. W. L. Kees | Plymouth | 1824 | 1836 | ditto |
| Lapwing | 6 | Lieut. G. B. Forster | Chatham | 1825 | 1828 | ditto |
| Linnæa | | Lieut. W. Downey | Merchant's Yd. | 1835 | 1835 | ditto |
| Lyra | 6 | Lieut. Jas. St. John | Plymouth | 1821 | 1829 | ditto |
| Magnet | 10 | Lieut. S. Griffith | Woolwich | 1823 | 1836 | ditto |
| Mutino | 4 | Lieut. R. Pawle | Plymouth | 1823 | 1826 | ditto |
| Nightingale | 6 | Lieut. G. Fortescue | | | 1830 | ditto |
| Opposum | 4 | Lieut. R. Peter | Sheerness | 1821 | 1830 | ditto |
| Pandora | 4 | Lieut. R. W. Innes | Woolwich | 1822 | 1836 | ditto |
| Pigeon | 4 | | Pembroke | 1827 | 1833 | ditto |
| Ranger | | Lieut. J. H. Turner | Merchant's Yd. | 1835 | 1835 | ditto |
| Reindeer | 6 | Lieut. H. P. Dicken | Plymouth | 1829 | 1830 | ditto |
| Renard | 6 | Lieut. G. Dunsford | Pembroke | 1821 | 1829 | ditto |
| Seagull | 6 | Lieut. G. Parsons | Chatham | 1832 | 1834 | ditto |
| Sheldrake | 4 | Lieut. A. R. L. Passingham | Pembroke | 1825 | 1832 | ditto |
| Skylark | 4 | Lieut. C. P. Ladd | ditto | 1826 | 1831 | ditto |
| Spey | 4 | Lieut. R. B. James | ditto | 1827 | 1833 | ditto |
| Star | | Lieut. C. Smith | Woolwich | 1835 | 1835 | ditto |
| Swift | | Lieut. D. Welsh | Deptford | 1836 | 1836 | ditto |
| Tyrian | 10 | Lieut. E. Jennings | Woolwich | 1826 | 1831 | ditto |

* * This Table has been prepared, from original sources, expressly for this Journal; and, if acknowledged, will, it is hoped, be acknowledged.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

TO BE COMMANDER.

Stephen Grenville Freemantle.

TO BE LIEUTENANTS.

H. M. Tylden.

J. A. Mends.

Cyril Jackson.

TO BE SURGEONS.

Alex. Baxter.

Walter T. Ballantine.

Bedj. Bynoe.

TO BE PURSERS.

George Doubt.

George Dix.

APPOINTMENTS.

CAPTAINS.

W. B. Merfids Talavera.

T. B. Sullivan, C.B. Stag.

D. Fring Inconstant.

COMMANDER.

J. Monday Stag.

LIEUTENANTS.

Hon. E. R. Curzon to com. Savage.

Lord H. Russell Hastings.

W. M'Ilwaine, to com. Volcano.

G. Davies, to com. Tartar.

W. V. Lee Victory.

G. K. Ogilvy (Flag) Ditto.

H. Ilworth Stag.
 H. D. Forster Ditto.
 J. Tyssen Ditto.
 C. S. Williamson Wolverine.
 A. Lenthart Ditto.
 U. Luce to com. Pigeon.

MASTERS.

J. Brown Stag.
 S. G. Northcott Talavera.
 J. W. Bateman Wolverine.

SURGEONS.

J. Wilson Talavera.
 D. Wyse Samarang.
 R. Douglas Stag.
 J. Kittle Wolverine.

ASSIST. SURGEONS.

W. T. Rogers Asia.
 J. Livesey, M.D. Thunderer.
 D. Burns Carysfort.
 R. W. Clarke Opossum.
 — Lambert Stag.
 P. Brennan Volcano.
 A. D. Bain Wolverine.
 J. Thompson, M.D. Britannia.
 W. Webb Royal Adelaide.

PURSER.

J. B. Sarjeant Stag.
 J. Taylor Wolverine.

CHAPLAINS.

Rev. E. S. Phelps Stag.
 Rev. W. Payne Talavera.

ARMY.

WAR OFFICE, Nov. 25.

11th Foot—V. F. Storey, Gent. to be Ensign by pur. vice Baird, promoted.

14th Foot—Capt. B. Whitney to be Major by pur. vice Wilson, who retires; Lieut. J. K. Lloyd to be Capt. by pur. vice Whitney; Ensign E. Archdall to be Lieut. by pur. vice Lloyd; J. Jerroldham, Gent. to be Ensign by pur. vice Archdall.

26th Foot—G. Sweeney, Gent. to be Ensign by pur. vice Smyth, who retires.

34th Foot—Ensign A. C. Goodenough to be Lieut. by pur. vice Keen, who retires; J. Gwilt, Gent. to be Ensign by pur. vice Goodenough.

63rd Foot—Ensign A. Lynch, from h.p. 2nd Line Battalion King's German Legion, to be Ensign, vice E. S. Cassan, who exchanges.

76th Foot—Capt. J. Chirchase, from the h.p. 4th, to be Capt. vice P. L. P. Trench, who exch.

88th Foot—W. Colegrave, Gent. to be Ensign by pur. vice French, who retires.

2nd West India Regt.—Ensign R. C. Morris to be Lieut. by pur. vice Pilkington, who retires; W. W. Patterson, Gent. to be Ensign by pur. vice Morris.

Ceylon Rifle Regt.—H. du Vernet, Gent. to be Second-Lieut. without pur. vice Hamilton, dec.

Memorandum—The appointment of Ensign C. Thompson, from the h.p. 12th to full pay in the Newfoundland Veteran Companies, as stated in the Gazette of the 11th March last, has not taken place.

Warwickshire Regt. of Yeomanry Cavalry—C. H. Adderley, Esq. to be Capt. vice Shaw, resigned.

Southern Regiment of the West Riding Yeomanry Cavalry—Wm. Swann, Gent. to be Lieut. vice H. F. Walker, resigned; Jas. Brown, Gent. to be Cornet, vice Watson, resigned.

WAR OFFICE, Dec. 2.

17th Regt. of Light Dragoons—Capt. Thos. Carleton Crawford, from the h.p. as Sub-Inspector of Militia, to be Capt. vice Robt. Knox Trotter, who exch.

1st or Grenadier Regt. of Foot Guards—Lieut. and Capt. Wm. Fludger to be Capt. and Lieut.-Col. by pur. vice Roates, who retires, Lieut. and Adj. Fred. Wm. Hamilton to have the rank of Lieut. and Capt.; Ensign and Lieut. Hon. Jas. Lindsay to be Lieut. and Capt. by pur. vice Fludger; Richd. Hen. Glynn, Gent. to be Ensign and Lieut. by pur. vice Lindsay.

18th Foot—John Tongue, Gent. to be Ensign by pur. vice Fraucklin, prom.

39th Foot—Ensign Henry Hardinge to be Lieut. without pur. vice Lloyd, dec.; Ensign Henry Wayet Humphreys to be Lieut. by pur. vice Hardinge, whose prom. by pur. has been cancelled; John Fitzroy Dalrymple, Gent. to be Ensign without pur. vice Humphreys.

40th Foot—Richd. Olipherts, Gent. to be Ensign by pur. vice Compton, whose app. has not taken place.

48th Foot—Major Thos. Lynch, from the h.p. unat. to be Major, vice John Singleton, who exch. receiving the difference.

60th Foot—Thos. Price, Gent. to be Second Lieut. by pur. vice Maitland, who retires.

62nd Foot—Ensign Griffin Nicholas to be Lieut. without pur. vice Stopford, dec.; Ensign and Adj. Wm. Guy to have the rank of Lieut.; Wm. M'Gair, Gent. to be Ensign, vice Nicholas.

63rd Foot—Ensign Patrick Gordon to be Lieut.

vice Boyton, dec.; Wm. Hutchins, Gent. to be Ensign, vice Gordon.

64th Foot—Lieut. Robert Dean Spread, from the h.p. of the 13th Regt. to be Lieut. vice Forbes, app. to the 77th.

77th Foot—Lieut. Wm. Forbes, from the 64th Regt. to be Lieut. vice Breon (has. Bordes, who retires upon h.p. of the 13th Regt.

Brevet—Capt. Frns. Rawdon Chesney, of the Royal Artillery, to be Major in the Army; Capt. Jas. Nisbet Colquhoun, of the Royal Artillery, to be Major in the Army; Capt. Wm. Elsey, of the Hon. E. I. C. Service, and Paymaster of the Company's Depot at Chatham, to have the local rank of Capt. while employed in England.

The King has been pleased, on the nomination of Lord Foley, to appoint T. Blewett, Esq. late 86th Regt. one of his Majesty's Honourable Corps of Gentlemen at Arms, vice C. R. Coxwell.

WAR OFFICE, Dec. 9.

Royal Horse Guards—J. H. H. Bradford, Gent. to be Cornet by pur. vice Lord Fitz Alan, who retires.

17th Light Drags.—Lieut. W. S. Shedden to be Capt. by pur. vice Crawford, who retires; Cornet W. Barrow to be Lieut. by pur. vice Shedden; Gent. Cadet A. S. Willet, from the R. M. C., to be Cornet by pur. vice Barrow.

2nd Foot—Lieut. J. E. Simmons to be Adj. vice Robinson, promoted.

22nd Foot—Capt. S. B. Boileau to be Major by pur. vice Goldie, who retires; Lieut. T. S. Conway to be Capt. by pur. vice Boileau; Ensign T. Clute to be Lieut. by pur. vice Conway.

32nd Foot—Staff-Assistant-Surg. A. McGinon to be Assistant-Surgeon, vice M'Creech, whose appointment has not taken place.

37th Foot—Capt. J. Bradshaw to be Major by pur. vice Kell, who retires; Lieut. G. W. Franklin to be Capt. by pur. vice Bradshaw; Ensign J. Grignon to be Lieut. by pur. vice Franklin; E. T. Seward, Gent. to be Ensign by pur. vice Grignon.

49th Foot—Capt. S. Blyth to be Major by pur. vice Conry, whose prom. by pur. has been cancelled.

50th Foot—Lieut. R. Petley, from the Rifle Brigade, to be Lieut. vice Monckton, who exch.

51st Foot—Brevet Lieut.-Col. C. Bayley, from h.p. Unattached to be Major, vice Ross, prom.

53rd Foot—Lieut. M. Glasse, from h.p. 38th, to be Lieut. vice H. J. Lloyd, who exch.

55th Foot—Ensign J. R. Magrath to be Lieut. by pur. vice Daubigny, prom.; H. H. Warren, Gent. to be Ensign by pur. vice Magrath.

61st Foot—Assist.-Surgeon W. Blake, from the 90th, to be Surg. vice St. John, prom.

75th Foot—Ensign G. T. George to be Lieut. by pur. vice Belton, who retires; H. W. Goodwyn, Gent. to be Ensign by pur. vice George.

90th Foot—Staff-Assist.-Surgeon R. K. Prendergast to be Assist.-Surgeon, vice Blake, prom. in the 61st.

Rifle Brigade—Lieut. Hon. E. G. Monckton, from the 5th, to be First-Lieut. vice Petley, who exchanges.

Unattached—Major J. Ross, from the 51st, to be Lieut.-Col. without pur.

Hospital-Staff—Assist.-Inspector of Hospitals A. Stewart, M.D. to be Deputy Inspector-General of Hospitals, vice Forbes, prom.; Staff Surg. G. Jones, to be Assist.-Inspector of Hospitals, vice Stewart; Surg. C. St. John, M.D. from the 61st, to be Surg. to the Forces, vice Jones; Assist. Surg. W. Cruickshank, from the 79th, to be Assist.-Surg. to the Forces, vice Prendergast, app. to the 90th.

WAR OFFICE, Dec. 16.

Royal Horse Guards—Lieut. R. S. Oliver to be Capt. by pur. vice Pigot, who retires; Cornet Hon. C. H. Maynard to be Lieut. by pur. vice Oliver.

6th Foot—Ensign F. Dyke to be Lieut. without pur. vice Richardson, deceased; Ensign W. W. Patterson, from the 2nd West India Regt. to be Ensign, vice Dyke.

21st Foot—Lieut. F. G. Amalle to be Adj. vice Young, who resigns the Adjutancy only.

38th Foot—Gen. H. Pigot, from the 82nd, to be Colonel, vice Major-General the Hon. Sir C. J. Greville, deceased.

50th Foot—Ensign B. Waddy to be Lieut. without pur. vice Hatton, dec.; J. J. Enoch, Gent. to be Ensign, vice Waddy.

51st Foot—Capt. J. Flammank to be Major by pur. vice Bayly, who retires; Lieut. F. Parker to be Capt. by pur. vice Flammank; Ensign G. D. Baker to be Lieut. by pur. vice Parker; C. S. Dickson, Gent. to be Ensign by pur. vice Baker.

58th Foot—Major J. W. Frith to be Lieut.-Colonel by pur. vice Clifford, who retires; Capt. W. Finbrace to be Major by pur. vice Frith; Lieut. B. Bridge to be Capt. by pur. vice Finbrace; Ensign G. P. Hume to be Lieut. by pur. vice Bridge.

73rd Foot—Capt. G. Pearson from h.p. 81st, to be Capt. vice W. Atkin, who exchanges.

78th Foot—Lieut. F. R. Nash, from the Ceylon Rifle Regt. to be Lieut. vice Morris, who exchanges.

82nd Foot—Major-General Sir J. Wilson to be Colonel, vice General Pigot, app. to the 38th.

85th Foot—Ensign A. Patterson to be Adj. vice Hamilton, who resigns the Adjutancy only.

2nd West India Regt.—G. Griffin, Gent. to be Ensign without pur. vice Patterson, app. to the 6th Foot.

Ceylon Rifle Regt.—Lieut. W. Morris, from the 78th, to be First-Lieut. vice Nash, who exchanges.

Brevet—Major J. Michael, of the Hon. East India Company's Service, to be Lieut.-Colonel in the East Indies only.

Memoranda—The date of Lieut. E. A. Dalgety's promotion in the 20th, is Dec. 25, 1830, and not April 5, 1831, as formerly stated. The appointment of Lieut. J. Russell, from h.p. 27th, to be Lieut. in the 61st, as stated in the Gazette of the 7th of October last, has not taken place.

His Majesty has approved of the 12th, 39th, 56th, and 58th Regiments, which have been permitted to bear the word "Gibraltar" on their colours and appointments in commemoration of their distinguished gallantry in the defence of Gibraltar in the year 1782, bearing also "The Castle and Key," being part of the armorial bearings of that fortress, together with the motto "Montis Insignia Calpe."

Gloucestershire Yeomanry Cavalry—Lieut.-Colonel B. C. Browne to be Supernumerary Major without pay; R. H. B. Hale, Esq. to be Capt. vice Hyatt, resigned; Adj. G. Surman to be Capt.; W. Blathwayte, Gent. to be Lieut. without pay, vice Hale, promoted.

Denbighshire Yeomanry Cavalry—T. Fitzhugh, Esq. to be Major, vice E. L. Williams, resigned; T. Mainwaring, Esq. to be Capt. vice Fitzhugh, promoted; J. Wilkinson, Gent. to be Lieut. vice Mainwaring, promoted; Henry Scrivenor, Gent. to be Cornet.

WAR OFFICE, Dec. 23.

Royal Regt. Horse Guards—P. Percival, Gent. to be Cornet by pur. vice Maynard, prom.

1st Drag. Guards—Lieut. H. W. D. Irby to be Capt. by pur. vice Handley, who retires; Cornet A. P. Groves to be Lieut. by pur. vice Irby; W. C. Grant, Gent. to be Cornet by pur. vice Groves.

4th Light Dragoons—Staff-Assist-Surg. W. Grant to be Assist-Surgeon, vice Wilkins, promoted in the 41st Foot.

9th Light Dragoons—Lieut. W. S. A. Ellis, from the 16th Light Drags., to be Lieut. vice Ibbotson, who retires.

16th Light Dragoons—Cornet T. Pattie to be Lieut. by pur. vice Ellis, app. to the 9th Light Drags.; T. M. Luz Vegeclin, Gent. to be Cornet by pur. vice Pattie.

15th Foot—Ensign H. B. F. Dickinson to be Lieut. by pur. vice Nash, who retires; H. H. Head, Gent. to be Ensign by pur. vice Dickinson.

17th Foot—Surgeon A. Hamilton, M.D. from the 41st Foot, to be Surgeon, vice Radford, dec.

22nd Foot—T. Gainsford, Gent. to be Ensign by pur. vice Chute, promoted.

31st Foot—Lieut. H. B. Higgins, from h.p. of the Canadian Fencibles, to be Lieut. vice R. Boys, who exchanges.

41st Foot—Assist-Surgeon W. M. Wilkins, from the 4th Light Dragoons, to be Surgeon, vice Hamilton, app. to the 17th Foot.

58th Foot—C. W. Thompson, Gent. to be Ensign by pur. vice Hume, promoted.

66th Foot—F. J. Trick, Gent. to be Ensign by pur. vice Judson, who retires.

72nd Foot—Ensign J. T. Hope to be Lieut. by

pur. vice Harris, who retires; W. Adam, Gent. to be Ensign by pur. vice Hope.

73rd Foot—Lieut. F. G. H. Pinckney to be Capt. by pur. vice Pearson, who retires; Ensign W. B. Faunce to be Lieut. by pur. vice Pinckney; Gent. Cadet M. G. B. Browne, with the R. M. College, to be Ensign by pur. vice Faunce.

93rd Foot—Major R. W. Gordon, from h.p. Unattached, to be Major, vice T. Falls, who exchanges.

Royal African Colonial Corps—Lieut. R. Copley to be Capt. without pur. vice Macdonnell, dec.; Ensign H. F. Kirk to be Lieut. vice Copley; R. P. Ireland, Gent. to be Ensign, vice Kirk.

Staff—Major T. Falls, on h.p. Unattached, to be Deputy Adj.-General to the Forces serving in the Leeward and Windward Islands, with the rank of Lieut.-Colonel in the Army, vice Judgman, who resigns.

Hospital Staff—A. Ferguson, Gent. to be Assist-Surg. to the Forces, vice Grant, app. to the 4th Light Dragoons.

Brevet—The mentioned Cadets of the Hon. East India Company's Service to have the temporary rank of Ensign during the period of their being placed under the command of Col. Pasley, of the Royal Engineers at Chatham, for field instructions in the arts of Sapping and Mining—Gent. Cadet R. B. Smith, Gent. Cadet W. F. Marriott.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Oct. 31, at Halifax, Nova Scotia, the Lady of Lieut. W. Staines Payne, R. A. of a son.

Nov. 23, at Valette, the Lady of Capt. Champ-lain, 5th Fusiliers, of a daughter.

Nov. 24, at Limerick, the Lady of Capt. Saunders, R. A. of a son.

Nov. 29, at Bath, the Lady of Capt. G. Gosling, R.N. of a son.

At Portsmouth, the Lady of Capt. W. Broughton, R.N. of H.M.S. Samarang, of a daughter.

At the Royal Naval College, Portsmouth, the Lady of Lieut. Malone, R.N. of a son.

Dec. 4, at Edinburgh, the Lady of Col. Mayne, C.B. of a son.

In Plymouth Sound, on board the Catharine Stuart Forbes Frigate, the Lady of Major Frothing, 64th Regt. of a daughter.

Dec. 6, at Athy, Kildare, the Lady of Lieut. T. H. Rimington, R.E. of a son.

Dec. 7, at Ryde, Isle of Wight, the Lady of Com. J. B. M'Hardy, Inspecting Commander of the Coast Guard, of a daughter.

Dec. 15, at Wickham, Canterbury, the Lady of Com. J. H. Boteler, R.N. of a son.

Dec. 17, at Plymouth, the Lady of Capt. Polkinhorn, R.N. of twins, since dead.

Dec. 23, the Lady of Lieut. Wingfield, Royal Horse Artillery, of a son.

MARRIAGES.

At Frankfurt, Capt. Rowland Mainwaring, R.N. to Mdlle. Laure de Chevallard, daughter of Colonel de Chevallard.

Nov. 29, at Florence, Lieut.-Colonel the Hon. Henry Edward Butler, brother to the Earl of Carrick, to Frances Manoverer Parker, second daughter of the late John Parker Toulson, Esq. of Skipwith, Yorkshire.

Dec. 1, at St. George's, Hanover Square, Capt. J. F. S. Clarke, 2nd, or R. N. British Dragoons,

to Margueta Catharine Aune, second daughter of the late T. Terry, Esq.

Dec. 3, at St. Mary's, Bryanston Square, Lieut. C. T. Graves, 87th, or Royal Irish Fusiliers, to Louisa, daughter of John Lodge, Esq. of Great Cumberland Street.

Dec. 5, at Paris, Edmund Henry Plunkett, Esq. formerly 6th Regt. to Eliza Louisa Money, widow of the late James Money, Esq.

Dec. 10, at St. George's, Hanover Square, Capt. the Hon. Charles Stanley, Grenadier Gds. (third son of the Earl of Derby, to Frances Augusta, daughter of Lieut.-General Sir Henry Campbell.

At Berry Pomeroy, Lieut. E. Luscombe, R.N. to Emily, relict of the late Charles Marly, Esq.

At Stonehouse, Capt. Robert Fitzroy, R.N., to Mary Henrietta, second daughter of Major-General O'Brien.

Dec. 14, at Brighton, Capt. H. R. H. C. Elwes, 12th Regt. to Miss Tennant, of Kempton, Brighton.

Dec. 15, at St. George's, Hanover Square, Major J. Clark, 54th Regt. to Charles Sophia, sister to Sir Hew Dalrymple, Bart. of North Berwick.

Dec. 15, at Stonehouse, Henry Niblett, Esq. Purser R.N. to Elizabeth Ann, widow of the late Charles Harry, Esq.

DEATHS.

May 3, at New South Wales, Lieut. Hatton, 50th Regt.

May 25, at Madras, Lieut. Stopford, 62nd Regt.

May 26, at Ghazepore, Bengal, Lieut. Campbell, 76th Regt.

June 5, at Cannemore, Madras, Lieut. King, 57th Regt.

June 19, at Madras, Lieut. Boyton, 63rd Regt.

June 24, at Madras, Lieut. Lloyd, 39th Regt.

June 27, at Hazareebaugh, Bengal, Capt. Conry, 49th Regt.

Lieut. Glen, 41st Regt.

Lost on board the ship Doncaster, on passage from the Mauritius, about the 17th of last July, Capt. Weir, 29th Regt.

• Second-Lieut. Hamilton, Ceylon Rifle Regt.

Capt. Cooke, 2nd West India Regt.

• Oct 4, at Gambia, Capt. MacDonnell, Royal African Colonial Corps.

Oct. 5, Capt. Dryden, h.p. Staff Corps of Cavalry.

Oct. 8, at Wellcove, Cornwall, Quartermaster Steele, h.p. 35th Regt.

Oct. 30, at Paris, Lieut.-General Swayne, late Royal Irish Artillery.

Nov. 3, at Maresfield, Sussex, Quartermaster Walker, h.p. 79th Regt.

Nov. 7, at Greenwich, Lieut. Robertson, h.p. Kingston's Levy.

Nov. 9, at New Brunswick, Ensign James Hoste, 43rd Regt.

Nov. 10, at Edinburgh, Lieut. Wilson, h.p. Royal Artillery Drivers.

Nov. 16, at Fulham, Major-General M'Leod, E.I. Company's Service.

Lieut.-Colonel Newhouse, R. Inv. Art.

At Brighton, Lieut.-Colonel Stapleton, Unatt. late of the 3rd Guards.

Lieut.-Colonel J. Campbell, E. I. Company's Service.

Nov. 23, at Sidmouth, Capt. T. P. Durell, R.N.

Nov. 24, Capt. Torkington, h.p. R.M.

Lieut. Higgins, h.p. York Chasseurs.

Nov. 28, at the house of his father, Coote Carroll Nelson, late Third Lieut. of H.M.S. Hastings, youngest son of Lieut.-Gen. Nelson, St. Aubyn Street, Devonport.

Nov. 29, at Purbrook, Surgeon James Rickman, late R.M.

At St. Alban's, Lieut. Grey, 4th Regt.

Dec. 2, at Hill St., Berkeley Square, Major-General the Hon. Sir Charles Grenville, K.C.B., Colonel of the 38th Regt.

Dec. 5, at Hanover St., Hanover Square, Capt. R. H. Connor, 40th Regt.

At Handsworth, in his 56th year, Capt. Sims, R.M.

At Clifton, Capt. J. Robinson, late of the 79th Regt.

At Greenhithe, Commander T. Hill, R.N.

At Birmingham, Lieut. H. Bond, R.N.

At Hollyhood, Lieut. Edward Heron, R.N.

At Magherafelt, Assist.-Surgeon John Hagga, R.N.

Capt. Wm. Wüdey, late Paymaster 4th Dragoons.

At Ramsgate, R. Kent, Esq. Purser R.N.

Dec. 8, at Stoke, Plymouth, James Murray, Esq. Master R.N.

Dec. 13, at Brompton, Capt. John Gibson, late 88th Regt.

Dec. 16, at Ramsgate, Capt. Woolward, R.N.

Dec. 17, at Chatham, Richard Sholl, Esq. Purser, R.N.

Dec. 18, at Lewisham, Lieut. R. L. Parkinson, R.N.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

| Nov. 1836. | Six's Thermometer. | | At 3 P. M. | | | Pluvia- meter Inches. | Evapora- tor Inches. | Winds at 3 P. M. |
|---------------|--------------------|--------------------|-------------------|---------------------|-------------------|-----------------------------|----------------------------|-----------------------------|
| | Maxim. Degrees. | Minim. Degrees. | Barom. Inches. | Thermo. Degrees. | Hygrom. Grads. | | | |
| 1 | 40.7 | 34.4 | 30.00 | 38.9 | 652 | — | — | S.W. calm, very cloudy |
| 2 | 46.0 | 38.7 | 29.89 | 46.0 | 721 | — | .062 | W.S.W. lt. airs and sh. |
| 3 | 46.8 | 39.0 | 29.64 | 45.7 | 721 | .088 | .040 | S.W. str. breezes, show. |
| 4 | 45.7 | 40.4 | 29.47 | 43.5 | 726 | — | .042 | W.S.W. squally weather |
| 5 | 46.0 | 40.2 | 29.28 | 44.0 | 694 | — | .065 | W.S.W. str. gales, clou. |
| 6 | 45.9 | 37.5 | 29.46 | 41.5 | 685 | — | .072 | W.S.W. fr. bi. and fine |
| 7 | 45.0 | 37.3 | 29.69 | 41.2 | 699 | — | .070 | N.W. strong breezes |
| 8 | 45.0 | 35.0 | 30.04 | 40.8 | 692 | — | .080 | S.S.W. light airs, fine day |
| 9 | 45.0 | 39.2 | 29.88 | 43.0 | 713 | .136 | .062 | S. str. winds and cloudy |
| 10 | 47.8 | 41.0 | 29.60 | 47.8 | 727 | .254 | .050 | S.W. calm, but threatening |
| 11 | 48.1 | 40.8 | 29.58 | 46.4 | 756 | — | .040 | S.S.W. light airs, var. |
| 12 | 48.2 | 39.6 | 29.42 | 47.8 | 854 | — | .042 | S.W. calm and foggy |
| 13 | 48.5 | 38.4 | 29.60 | 48.5 | 876 | .479 | .045 | S.S.W. lt. breeze, rain |
| 14 | 49.3 | 40.3 | 29.66 | 47.5 | 765 | .127 | .047 | S.W. light airs, fine day |
| 15 | 49.4 | 42.8 | 29.99 | 48.2 | 745 | — | .030 | S.W. calm, many clouds |
| 16 | 49.3 | 43.7 | 29.83 | 45.4 | 781 | — | .036 | S.S.W. calm and cloudy |
| 17 | 47.5 | 43.8 | 29.44 | 47.5 | 775 | — | .030 | S.W. gent. breeze, clouds |
| 18 | 47.7 | 38.7 | 29.16 | 44.8 | 679 | .284 | .039 | W. light airs and fine |
| 19 | 47.5 | 37.4 | 29.19 | 40.1 | 739 | .172 | .040 | S.W. st. breeze, cloudy |
| 20 | 41.8 | 36.7 | 29.98 | 47.7 | 734 | — | .035 | N.N.E. calm, fine day |
| 21 | 43.7 | 37.0 | 30.06 | 39.2 | 761 | — | .042 | S.W. light breeze, foggy |
| 22 | 43.6 | 38.6 | 29.88 | 41.1 | 779 | — | .054 | E.S.E. calm, misty day |
| 23 | 43.8 | 39.5 | 29.30 | 42.4 | 743 | — | .071 | W.S.W. violent gales |
| 24 | 42.1 | 37.4 | 29.50 | 43.5 | 620 | — | .090 | W. light airs, fine day |
| 25 | 43.6 | 35.6 | 29.75 | 38.6 | 716 | — | .063 | S.E. calm and cloudy |
| 26 | 38.9 | 34.8 | 29.35 | 38.8 | 750 | .579 | .070 | E.S.E. calm, heavy rain |
| 27 | 45.0 | 40.5 | 29.53 | 45.0 | 887 | .169 | .072 | S.S.W. str. breezes, fine |
| 28 | 50.8 | 44.2 | 29.25 | 50.5 | 893 | .105 | .052 | W.S.W. hard gales, cldy |
| 29 | 51.9 | 39.0 | 29.36 | 48.4 | 782 | .615 | .036 | S.W. furious gusts |
| 30 | 51.8 | 38.2 | 29.70 | 47.7 | 773 | .210 | .033 | W. by N. fr. br., squally |

A VOICE FROM THE FLEET.

"Let the bold gallant sons of Neptune claim
A nation's care."

It is the way of the world, that the last services performed are ever considered as the most important, and usually supersede the merits of former ones. We are therefore more vexed than surprised on finding that, with a certain class of political operatives, the claims of the British Navy are absurdly supposed to merge under those of the few ships now in commission, and that even the ruling powers are inclined to forget the debt of gratitude due to that noble body by whom the fleets of France, Spain, Holland, and Denmark were crushed—who protected our shores from invasion—who smashed the Northern Confederacy—who placed the sceptres of both the Indies in the hands of Britannia. It is passing soon to forget all this, and insolently ask, "What has the Navy done?" When the fate of the country appeared as in a balance, each successive maritime exploit was hailed as a means of deliverance; and not only the real patriots were loud in applause, but the rankest partisans, who are usually too coldly selfish to nourish patriotic fire, joined in the general thankfulness. The evanescence of popular plaudits, however, as with O'Shanter's pleasures,—

"Are like the snow-falls in the river,
A moment white—then lost for ever;
Or like the borealis race,
That flit ere you can point their place;
Or like the rainbow's lovely form,
Evanishing amid the storm."

As testimonies of the waning popularity of that arm which was so idolized in the hour of peril, we have already alluded to the impertinences now tolerated in the House of Commons on naval topics—the branding the defenders of our throne, hearth, and altar as dead-weights,—and the suppression of the Naval College at Portsmouth, together with the School of Naval Architecture, without the suggestion of any succedaneum for the benefit of the Service. These form a clear evidence of the fact; but, were additional proof required, it is afforded in the announcement of the long-expected and oft-promised brevet, which, whatever our brethren of the "cap and plume" may think of it, cannot be a pleasing one to the Navy, since it is well known that the benefit to the Blues is owing, not to the tender mercies of Ministers, but to the persevering and zealous advocacy of the King himself. To his Majesty therefore be returned the thanks that are so truly his due, even though his Royal exertions failed in extending the flag-promotions to the end of 1806.

After having kept the trenches of expectation open so long, such a brevet can only be regarded as mean and impolitic; and in the flag selection the choice appears to have been somewhat arbitrary, since we observe that those who were unable to get commands to enable them to serve out an ullage of their required time lost their flags,—while the men of interest, who usually work their time "off the reel," while the fit of serving is upon them, are invariably sure of the bunting. Such was to be expected; but, on the present occasion, a distinguished officer

who required but three months more commissioned time, is yellowed, while one who never commanded a line-of-battle ship at all, and was not over-distinguished in the single frigate he commanded, becomes an Admiral. The Board, we suppose, can explain, since they possess a register of each officer's service, under their own hands, from their first entry into the Navy until the circular which called for the statement was issued in 1807. These documents, it may be presumed, are not only calculated to prevent mistakes, but might also have been used, long ere this, as a basis on which to adopt a just and liberal system of rewards and promotion among the meritorious.

The brevet, however, exclusive of its niggardly nature, is not otherwise adapted to meet the exigencies or wishes of the Navy, since it has done but little in so raising the grades as to admit an influx of passed Mates and Midshipmen, and thereby promote a spirit of hope and content among that vital stock of the Service,—an incitement which is conducive to the best interests of the nation. The leaden wings of preferment have flapped too heavily of late, and occasioned the heart-sickening of “hope deferred” in the breast of many a deserving young hero. Some attention must ere long be given to this important point, since the “fell serjeant” has been making an awful diminution of the upper ranks, and from the advanced age of many of the survivors, his work will seem to accelerate with each succeeding year. The mortality since the great peace promotion will be seen in the following enumeration, recollecting that the last column is augmented by the numerous promotions which have taken place in the twenty-one intervening years:—

| | Jan. 1, 1816. | Jan. 1, 1837. |
|------------------------|---------------|---------------|
| Flag Officers . . . | 243 . | 154 |
| Captains . . . | 889 . | 759 |
| Commanders . . . | 894 . | 1105 |
| Lieutenants . . . | 3776 . | 2994 |
| Marine Officers . . . | 1336 . | 831 |
| Masters . . . | 693 . | 454 |
| Medical Officers . . . | 1537 . | 977 |
| Pursers . . . | 957 . | 578 |
| Chaplains . . . | 62 . | 69 |
| | <hr/> 10,387 | <hr/> 7921 |

We admit that a brevet promotion to meet the present conditions of the Service must be an affair of difficulty, but we also recognise the principle that public men are selected and stationed to grapple with and vanquish difficulties. In order that efficiency be maintained and preserved through all ranks of officers, flags should be attainable in the prime of life, and a way be opened to young and rising merit. To effect this, some method of clearing our overgrown list must be adopted, or little emulation can exist among the *élèves*. Perhaps nothing would so well or so popularly weed and thin it as allowing frequent retirements, and possibly even permitting the regulated sale of commissions. A proposal has been made that Admirals should not be employed after the age of sixty, or Captains and Commanders after the age of fifty-five; but, besides that this would act as another auxiliary to fortunate youths, general rules in such a case must prove injurious to the public, since some officers are then in the vigour of their professional career, while others are constitutionally debilitated and effete at forty.

Captain Marryatt's panacea is, electing from the list to vacant flags, without regard to standing. But we must beware how we lose the system of promotion by seniority in the upper grades of the Navy, it being the palladium of the Service, acting both as a barrier against the powerful encroachments of aristocratical and parliamentary influence, and the only sure protector of unpatronised merit. The flying skips and leaps of many on our present list, from nursed Midshipmen to Captains, show that a stand ought to be made somewhere, or the same lucky lads would have bounded among the Admirals; and all experience has shown, that they have improved greatly while cooling in the post ranks. Nor is the Mede and Persian system at all in the way of emulation or distinction, for it remains for the King and Parliament to single out, reward, honour, and confer commands upon any super-eminent individual, so that his abilities may be ever at the full service of his country; though, fortunately for the Navy at large, they cannot alter his permanent rank, but under an extraordinary Order in Council.

On these grounds we therefore advocate a much more extended retired list than the present one, in which should be included all those who by wounds, broken health, or other causes, are unlikely ever to wet their corns with salt water again. In the permanent retirement, some distinction should undoubtedly be made in the allowance to those who choose shore-life, and those absolutely disabled by service or climate. As the first four hundred Lieutenants now on the list are of from thirty to fifty-nine years standing, we would remove the whole of them to the retired Commanders. Such means would clear our list till all the officers on it are known to be effective, and thus present an actual and trusty statement to the country. This object does not seem to have been one of value in the eye of the Admiralty either in men or machines, for, as was shown in our July Number, no fewer than ninety-six ships, mounting 4300 guns, are allowed to retain their place as Britain's best barracks, in the Navy List, though they have long since been degraded to hulks, coal-holes, prisons, and floating chapels.

To enable old meritorious officers, who are troubled with a southerly wind in their pockets, to assist their families, the sale of commissions has been strongly and ably urged. We confess at once to the not having been quite converted by any of the arguments yet advanced; for the operation of bargaining is anti-chivalrous, and in unscrupulous hands may be made disgraceful. This, however, is but an opinion *en passant*; and in strict impartiality to the subject before us, we will here recapitulate the proposal of a correspondent, as one which might be adopted with advantage both to the Government and the Officer:—

“Purchase in the Navy similar to the Army would not, from the nature of the service, be advisable. I therefore submit the following method—to allow Captains with the rank of full Colonels to retire from the Service, and a Midshipman to be entered in lieu for a Lieutenant's commission, on the payment on entering of 1000*l*. This purchase-money, and an equivalent for half-pay, widow's pension, &c., would be equal to about 5000*l*., the list of Admirals and Captains thinned, and the old and faithful meritorious Captain be enabled to provide a small pittance for his family, without any additional expense to the country. When it is considered that the Midshipman entered the Service with the certainty of a Lieutenant's commission *after a service of five years* (being duly qualified), with

the rank of a Captain in the Army and 100*l.* per annum half-pay, it is no bad investment for younger sons.

"It is presumed that this plan would not be found injurious to any class in the Navy, as the vacancy in the Captain's list would not otherwise take place; and in all probability those who would avail themselves of the right of purchase, or a majority of them, would obtain promotion without purchase. All Midshipmen, according to seniority, to have the option of purchasing. In the event of a war, Commanders would be promoted to fill up the vacancy made in the list of Captains, and Lieutenants and Midshipmen in rotation. This regulation would not interfere with the regular routine of promotion in case of death or individual merit; on the contrary, it would introduce a more equitable system of promotion amongst the junior officers, as prize money and other funds would render it available to many.

| | |
|---|-------|
| "The average half-pay of Captains of 14 <i>s.</i> 6 <i>d.</i> , 12 <i>s.</i> 6 <i>d.</i> , and 10 <i>s.</i> 6 <i>d.</i> , say for fifteen years | £3600 |
|---|-------|

| | |
|---|-----|
| Widows' pensions (who are generally younger, and survive their husbands) at 90 <i>l.</i> per annum, for five years' purchase, say | 450 |
|---|-----|

| | |
|--|------|
| "The Midshipman's purchase of a Lieutenant's commission, on a Captain retiring | 1000 |
|--|------|

| | |
|---|---|
| "Advantage to the country, the saving between the pay of Admiral and Captain of those who would reach that rank | . |
|---|---|

| | |
|-------------------------------------|---|
| "Widow's pension, ditto of Admirals | . |
|-------------------------------------|---|

| | |
|---|---|
| "The deaths of Midshipmen before obtaining the rank of Lieutenants who have purchased | . |
|---|---|

£3070

In studying the prospects, positive and comparative, of promotion, it is impossible to overlook the actual state of the honours and emoluments. We are far from being habitual grumblers, or of the dissatisfied class of persons, who, as Franklin said, "are always inclined to look at the ugly leg;" and still farther are we from being in any way inimical to that sister-service with whom we are so closely identified. Yet it is impossible to overlook the very superior advantages which the Army possesses over the Navy in Government favour. While every man who was at Waterloo most deservedly wears a medal, though that day were the first flashing of his sword, no decorative mark was bestowed on those who fought under Howe, Duncan, St. Vincent, and Nelson.

The clasps, medals, and blazoned appointments, though but partially conferred on certain ranks of our *confrères*, both add to the consequence and respectability of the Army, and tend to perpetuate its honours; but it never entered the heads of the Admiralty to distinguish such ships as have had hostile flags hauled down to them, or other methods of maintaining an *esprit de corps*. Regiments still parade the names, and boast their exploits at Belleisle or Quebec—but nothing descends from the Formidable, the Monarch, or the Victory. Military officers preside over the choicest colonies of the globe; but except in that moist paradise, Newfoundland, a naval Governor is unknown, and very few Lieutenant-Governors: yet the history of Jamaica, Malta, and other places, afford proof of their capacity for, and utility in, such offices. The "good things" of the Navy, indeed, are so decidedly inferior, that Mr. Fox stated its sinecures to amount to no more than about 80,000*l.*; while those of the Army were 800,000*l.*

It is not very difficult to trace some of the causes of this difference.

The Army has been, as it were, under its own administration; while the Navy is bandied about by every political squall, and has its superior offices sometimes filled by men wholly ignorant of their nature. Even on the allotted number of Commissioners, or *puisse* Lords, it is customary to quarter a sucking statesman, or two, though naval men are to be had more competent for any of the duties of the civil department of the Navy.

Naval affairs ought to be committed to naval management. That incompetent seamen have been placed in office, affords no argument against our assertion, since it is notorious that it has never yet been the custom to nominate men to such posts merely because they were adapted and capable of filling them to the greatest advantage for the public. Formerly such appointments earned the mad-dog cry of "borough-interest"—now, call it what you please, the effect is precisely the same. Indeed, were not the wheel-within-wheel system pretty generally seen through, the course hitherto pursued would have been considered a stigma upon the abilities of sea officers.

The members of the Army have proved themselves more *adhesive* in public matters than our "rope of sand;" and their representatives in Parliament have maintained their military rights with an energy unknown to us. Soldiers are also more aware of the axiom—that every individual who acquires honour reflects credit on the mass,—than we seem to be; in fact, they have less professional asperity. This may be deemed a harsh phrase; but as it is cautiously applied, so it should be candidly understood, as alluding only to the bad and mischievous spirit in which some of the greatest exertions of naval officers are canvassed by their compeers. Even the twattle at professional clubs is of a deteriorating quality, as generative of hypercriticism—especially since so many of their members, having entered the Service after the peace, cannot have heard a shot whistle in anger, and may know no more of nautical duties than the being carried from port to port in a ship nicely painted, stored, and provisioned.

But while reprimanding the folly of a small portion of the Service, we must not forget to defend the great body of naval officers, who, from the impulse of honour and distinction, with strict confidence in the faith of their country, brave every danger, and yet remain ill-requited.* Now, as statesmen of all *castes* have acknowledged that by our fleets encountering danger at a distance from our shores, they spared the cultivator, the manufacturer, and the artisan from the misery which marks the foot-step of the invader, and the track of armies, they never intended to return evil for good, and point parsimony with insult. The man who, after devoting himself—mind, character, health, and life—to serve his country, should certainly be able to look to something more, in advanced age, than the mere half-pay allotted to his rank, which barely affords protection against want. One grand boon in the power of our country to grant, would be the equalizing the pay of comparative ranks in the Army and Navy—and the wish for such a measure is so destitute of any invidious view; that we are persuaded it would be honourably greeted by soldiers themselves. When we recollect the cor-

* Hume asserted in the House, last May, that the Service was entered merely for the sake of the pay. The sentiment is precisely what might be expected from him; but the pay would have proved very inadequate for his money-reaping maw.

dial spirit existing between the two Services—that the members of both are expected to come from the same classes in society, to possess similar acquirements, and as their expenses and service are likely to be comparatively identical—it must be conceded that they ought to be allowed equal claims.

The scale of rank, and rates of half-pay, are thus:—the Admiral of the Fleet has three guineas a-day, and ranks with Field-M Marshals, who are paid according to circumstances; Admirals have two guineas a-day, and rank with Generals, who receive 1*l.* 18*s.*; Vice-Admirals rank with Lieutenant-Generals—the former receiving 1*l.* 12*s.* 6*d.* per diem, and the latter 1*l.* 12*s.* 6*d.* to 1*l.* 3*s.*; Rear-Admirals have 25*s.* a-day, and rank with Major-Generals, who receive 1*l.* 3*s.* per diem—but General Officers receive other allowances, especially in the Guards, where they vary from 500*l.* to 900*l.* per annum. There are 150 Captains, who rank with full Colonels, who have 2*s.* a-day less, and nearly 500 who have 4*s.* a-day less half-pay. One hundred veteran Commanders have 6*d.* a-day more than Majors, with whom they rank, and the rest have 1*s.* less. Of 2994 naval Lieutenants, who rank with Captains in the Army, 300 have 7*s.* a-day; 700 have 6*s.*; and 1994 have only 5*s.*; while every military Captain has 7*s.*, which certainly is not a farthing too much.

It really appears to be no great or ruinous step for a government to take, so to equalize these matters as to create content and union; and it certainly behoves our rulers, while paying attention to the *matériel* of our Marine, to beware of neglecting its moral improvement. With the practical knowledge, science, and wealth of this kingdom, it would be a surrender of all that is valuable, to allow any other country to surpass us in maritime affairs. It is then their bounden duty to be ever prepared for coming events; and to keep the Navy full and effective, they must neither relax the energy of zeal, nor paralyze the system, by a cold neglect of naval interests. The peace annually squeezed rather than saved, are reaped at the risk of involving the safety of millions on the first political rupture; and after all, a check upon parliamentary printing, and the various other factious and frivolous expenses of radical economy, would have accomplished a greater saving. We are not, however, very likely to gain anything of real value to the Service or to the country, while the most blatant of the Commons' πολλοὶ are arbiters upon naval matters:

“ As the Demon of Change
Is taking his range,
Now's the time to capsize right and low, Sir!
For presumption is seen
To direct the Marine,
By those who know not a block from a hawser.”

All the world has been astonished at the silence of nautical members upon most occasions; but all the world do not comprehend the working of what is before them. They are at a loss to know why such and such things still clog naval efforts—they can find no reason for the very unaccountable appointment of some officers, and the strange neglect of others—nor can they account why the celebrated Board of Naval Revision, which raised the expectation of seamen topmast high, terminated in little more than making a check upon accounts. The mystery

is, however, of no difficult unravelment, when the nature and degree of our parliamentary advocates are tested, and from the generality of whom good fortune deliver us! Nor does an officer who steps forward in support of his brethren always escape unscotched, whatever may be his rank or character. The arbitrary mark of displeasure with which the Admiralty repulsed a respectful and constitutional petition from the naval Captains, in 1809, is not forgotten. On that occasion the Board, or the barrack-yard General who presided at the Board, dismissed Sir George Montague, the excellent Commander-in-Chief at Portsmouth, from his station, for merely, as in duty bound, having been the official organ of forwarding the ill-starred document! Yet, in spite of all, onward jog the Tars of the Fleet,

"True as the dial to the sun,
Although it be not shined upon."

That a more considerate course of treatment has been merited we have made it our frequent duty to show; and we have endeavoured, in our recent discussions on the architecture, improvement, and officers of the Marine, to put the more general readers in possession of facts materially necessary to a just comprehension of the present state and condition of the Service. This has been the more necessary, since various light and pleasant writings have assisted, by their graphic touches, to place the occupations of sea-life in a ludicrous and somewhat frivolous point of view, though perhaps such an effect was not altogether intended by the writers. On this account we have drawn up a representation of the responsible duties of the several officers of a ship, in a series of papers, entitled "The Economy of a Man-of-War," in which we have attempted, by showing the nature of their charge, to substantiate their claims to the fostering care of their country; and in doing this, we have been actuated as well by patriotic as by professional feelings.

In breathing our best wishes for the prosperity of the Service, we are conscious that its success is identified with the National weal; and though anxious to improve upon our present system of promotion and pay, we are quite ready to acknowledge that both are now ordered and conducted after a manner greatly superior to that which the Navy has known hitherto. This, however, has been a consequence of time and increase; and improvement must still march in the ratio of its importance, and of the exertions of other maritime states, or we may again be astern of the lighter. Indeed it would draw a smile even from the hoary-headed "young gentleman" who is lingering in a guard-ship for his commission, to see how matters were managed formerly.

We have now before us a note addressed by my Lord "Peterborrow" to Sir Richard Haddock, "at his house, by the Navy Office," couched in these terms:—"The King having given a particular order for the examination of my son, I beg you will let my servant know what day, and what time you will be ready to see him." That ruinous whirl of preferment, too, which, down to our own times, has ruined so many youngsters of interest, and disgusted so many without it, has been checked, though not with a round turn. Still our future Navy Lists must exhibit few such statements as may be gleaned by a careful observer from that of April last*. Among others, we find a youth who,

* The Navy List for April, 1836, published by authority, contains the several dates of each officer's commissions. These, however, were suppressed in the following number. Was the exposure too glaring?

at the time the nation so suddenly required his full services, was fifteen years of age, thus registered :—

| | | |
|------------------|------------|----------------------|
| Hon. John Rodney | Lieutenant | 10th September, 1780 |
| | Commander | 14th October, 1780 |
| | Captain | 14th October, 1780 |

England will derive benefit from the Service being emancipated from such absurdity and injustice ; and the day may arrive when efficiency will be so much more in request than at present, that the “ high places ” will not be bestowed on Interest only. Meantime naval officers will cheerfully stick to their duties, “ let who will be Meenister ; ” for the less they are attached to party the better for their country. At all events, political bias should never intermingle with professional objects ; and if the deserving miss reward, they must bear with fortune :—

“ Sic vos non vobis, vellera fertis oves.”

NOTES OF A VOYAGE BY STEAM FROM CONSTANTINOPLE TO PEST,
BY THE DANUBE, IN THE AUTUMN OF 1836.

BY A BRITISH OFFICER.

THE navigation of the Danube from Vienna to the Black Sea has become a point of great interest, as the means of opening to foreign markets the mineral and agricultural produce of the rich countries through which this noble river takes its course. The following remarks are extracted from the journal of a voyage lately undertaken from Constantinople, chiefly for the purpose of personally examining the progress already made, as well as the facilities for completing this great undertaking. The writer begs to assure the talented young travellers annually sent forth by England that a voyage from Vienna to Constantinople can be performed with as much ease as from Strasburg to London, and that the richness of the countries through which they pass, as well as the magnificent scenery of the Danube, will well repay the extension of their tour to the Sublime Porte.

At noon on Saturday, September 24th, 1836, we embarked on board the fine steam-boat *Ferdinando Primo*, under Austrian colours, which lay at anchor in the magnificent harbour of Constantinople, called (and justly called) the Golden Horn. This boat was destined to convey us as far as Galatz, a town in Moldavia, on the left bank of the Danube, about sixty miles from the mouth of the river. Our party consisted of six gentlemen, three of whom were agreeable and intelligent Germans. We sailed at half-past twelve, with every prospect of a pleasant voyage. Our progress was slow up the Bosphorus, as a strong current always runs from the Black Sea ; but this only added to our pleasure, as perhaps there exists no more magic scene in the world than the passage of the Bosphorus in fine weather. This curious strait, which joins the Black Sea to the Sea of Marmora, is about seventeen miles in length, varying from three-quarters of a mile to a mile and a half in breadth, occasionally opening into deep bays, showing valleys beautifully clothed with Oriental foliage. The formation of the ground divides this strait into a series of lovely inland lakes of an intense blue, the banks of which are covered with orange groves, orchards, and vineyards, surrounding the smiling kiosks of the wealthy Frank, Greek, and Armenian merchants, most of whom prefer living a short distance from the city.

Leaving Seraglio Point, we passed between a succession of splendid palaces and buildings, which adorn both sides of the Bosphorus, and through a fleet of line-of-battle ships, frigates, &c., which are anchored in a situation to give full effect to the scene. The Sublime Porte, with its gilded mosques and minarets, had hardly disappeared from our sight, when we were reminded that "all that's bright must fade;" for the sky became overcast, and the Black Sea rolled forward a bank of clouds blacker than itself, which broke into mist, rain, and wind, and shut out everything from our view.

At Therapia—about fourteen miles from Stamboul—we were joined by a British officer and his daughter, a young lady whose superior talents and amiable manners formed a most agreeable addition to our party. The weather was so threatening that we anchored at Buyuk-dere (Deep Bay), where we found the Russian steam-boat Nicholas I., which had sailed for Odessa in the morning, but had been alarmed by the appearance of the weather, and had determined to wait for a change. About seven o'clock p.m., it being more moderate, we got under way, leaving the Russian still afraid to start. Passing between a ruined Turkish fort on the European, and an old Genoese castle on the Asiatic side, we entered the Black Sea at eight o'clock, and fully experienced the truth of Lord Byron's lines—

"There 's not a sea the passenger e'er pukes in
Throws up more dangerous breakers than the Euxine."

The Bosphorus is very narrow at its exit from the Black Sea, and ships trying to make it in dark or foggy weather are frequently lost, owing to the deceptive appearance of the coast both to the east and west of the entrance. There are, it is true, two well-situated Turkish lighthouses—that on the European side consisting of three lights in a triangular form, and that on the Asiatic of a single light; but they are so ill managed and so badly lit, that they are quite useless. At noon on the 25th we made Cape Eminah, the end of the Balkan range; and at four o'clock p.m. we dropped our anchor in the Bay of Varna. This is a small bay with good holding ground, from five to eight fathoms. It is exposed to the south and east, and a heavy sea rolls in when these winds prevail. A continual surf renders the landing difficult. The town of Varna is situated in a low flat between the sea and a large inland lake. The small stream which runs from the lake to the sea has been shaped and deepened to assist the defences of the place. The sea batteries are strong and well placed; the land defences consist of a line of fortifications drawn from the lake to the sea. The original intention of this has been excellent, and the ground is well adapted for a fortified town; but the works at present in progress are of the most inefficient description, consisting of long lines of unprotected curtains, with small bastions,—

"Like angels' visits, few and far between."

There is no covered way or outwork of any description; the only ditch is narrow and shallow, and at least half the escarp wall is exposed on every side. To the west is an extensive fertile valley, and both to the north and south, at about five miles distant, are high rocky ranges, with difficult passes, which an invading army would find serious obstacles if properly occupied.

Having some cargo to land here, we disembarked, and walked through the town, which is poor and wretched. We proceeded to visit Agib Pasha, who received us with the most marked distinction; in fact, throughout Turkey there is a decided preference shown for the English and a corresponding dislike for the Russians. After pipes and coffee, the unfailing welcome of a Turk, the Pasha ordered his carriage for the lady and some of the party, and mounted me on an excellent horse to make a tour of the fortifications. An Italian officer, in the service of the Pasha, was sent to accompany us. The carriage was a handsome open britchka, with four greys driven in-hand—nearly the best turn-out I had seen since my departure from England. There was much confusion, as the new works were unfinished, and the *débris* of the old ones still encumbered the ground. This fortress was sold to the Russians by Usef Pasha, who was condemned to death on the clearest evidence. He took refuge in Russia, and the Sultan was compelled to pardon him at the command of the Autocrat, who also insisted on his being made Governor of Belgrade, the strongest frontier fortification belonging to Turkey.

We re-embarked and sailed at eight P.M., much gratified with our trip ashore and our reception at Varna. The weather continued delightful, and we enjoyed a moonlight sail through the now tranquil Black Sea. About noon the following day we made the land between two mouths of the Danube called Portitcha and Georgiev; the land is very low, and the trees on shore were the first things visible. It reminded me much of the Coromandel coast. Continuing our course close to the shore, about half-past three P.M. we made the Soulma mouth, which is the main entrance to the Danube. There are only twelve feet of water on the bar, which is marked by two buoys about 300 yards apart, between which you must steer. We immediately entered the river, and found ourselves in what had the appearance of a large canal cut through a flat country, it being about 250 yards wide and 50 feet deep, carrying its depth so close to the sides that you may brush the banks with the paddle-boxes. This looked very little like the magnificent river navigated by steam-boats to the centre of Europe. The river continues the same breadth and depth, through the same monotonous country, nearly to Galatz; even its many windings present no variety of scenery, as from the topgallant-yard nothing was visible except an immense swampy flat, generally covered with bulrushes; cultivation there is none; sheep, cattle, and horses are rare; it is desolation personified.

There is no harbour for large ships between the Bosphorus and the mouth of the Danube; there is however good anchorage on almost every part of the shore, in five fathoms at one mile from the land, and deepening gradually to twenty-five fathoms at three miles. I could get no information about watering, but there are many small streams which might be made available. We continued our course up the river, unquestioned, although we found guard-houses every mile on the Bessarabian side, with armed parties placed to prevent any communication with the shore, as the quarantine established by Russia is very strict. The Bulgarian side was open to us at pleasure, the Turks caring for neither passports nor quarantine laws.

A bright moon enabled us to continue our tortuous course, and about

ten P.M. we passed a shoal, with about twelve feet of water, called the Agurnah bank. This is formed by the river widening, and a large branch separating. Here, as well as at the bar, ships are obliged to unload into flats, and reshipe their cargoes when the danger is past. A brig which had neglected this precaution was aground in an awkward position. We touched at Toulchee, a small fort and village in Bulgaria; at daylight we passed the mouth of the river Pruth, which is only interesting as being the boundary between Russia and Moldavia; and at six A.M. on the 27th of September we arrived at the Moldavian town of Galatz, where we were likely to be detained for a day or two. This completed the first stage of our voyage.

As the river soon begins to get shallow, and the *Ferdinando Primo* was too large to permit her proceeding any farther, the steam-boat *Pannonia*, in which we were to continue our ascent of the river, not having arrived, we were thrown on our own resources for amusement. Galatz is a small open town, well situated on the only rising ground we had as yet seen on the left bank of the river. As this is the limit to which large ships can ascend, there is considerable trade carried on,—the interior supplying hides, tallow, wool, grain, and timber, which are shipped here for all parts of the Mediterranean. Several ships of from 200 to 300 tons were loading during our stay. As the *cordon sanitaire* prevented our landing in Moldavia, we crossed the river to explore the Silistrian shore. The country here is a continuation of the flat desolate-looking land of which all the delta of the Danube appears to consist. There were a few small abrupt hills about ten miles distant, which gave the only outline the landscape had as yet exhibited. We visited two small villages, and found much apparent poverty, mingled with much hospitality and content. Their riches consist chiefly in a few sheep, cattle, and horses; the cultivation being confined to their own moderate wants. We purchased some large and excellent water-melons.

On Wednesday, September 28th, we were honoured by a visit from the Prince of Moldavia, who came on board the steam-boat with a large staff. He is a good-looking young man, a Greek Phanariot by birth, elected Prince or Hospodar by the Patriarch and Synod of Constantinople. He was very careful not to touch anything, for fear of infection, as we had so lately left the head-quarters of the plague. He retired under a royal salute, expressing himself much pleased, and much in favour of the Steam Navigation Company. In the afternoon the *Pannonia* arrived, and all became confusion in exchanging passengers and cargoes, and getting coals on board for our further progress. On Thursday evening we took leave of the *Ferdinando Primo*, and located ourselves in our new floating tea-kettle, which engaged to start at two o'clock the following morning.

The *Ferdinando Primo* is a fine powerful boat, with two engines of fifty-horse power each. She is well calculated for this passage, and is commanded by an intelligent active seaman (Captain Everson). We were sixty-six hours on our passage from Constantinople, including nine hours at anchor, viz., four hours at Buyukdere in bad weather, four at Varna landing and receiving cargo, and one hour at Toulchee for the same purpose; this gives fifty-seven hours actually under steam. The activity of our Captain, and the beautiful moonlight, enabled us to continue our course up the river all Monday night, which is rare, as the

least darkness forms an insuperable bar. All things considered, seventy hours may be called a fair passage from Constantinople to Galatz, and sixty hours from Galatz to Constantinople. From Tuesday until Friday morning—three days—were wasted at Galatz, owing to the present bad arrangements of the Company, who appear to have divided the whole distance to Vienna into five separate and unconnected stages, without any preparation for the boats being ready to relieve each other.

Friday, September 30th, at two o'clock A.M., we started from Galatz in the Pannonia. This is a small flat-bottomed boat, drawing three feet six inches water, built and arranged very like a Gravesend boat, containing a small ladies' cabin, and a large saloon, with sofas round it, for the gentlemen. There are no regular berths, so the sofas do duty for beds also. She is commanded by Captain Chuan, a Venetian, owing to whose care and attention much comfort is attainable on board. She has two engines of eighteen-horse power each, which are much too weak, as against a strong wind any advance is difficult. We passed the town of Brailow before daylight. The river now loses its canal form, and becomes more rapid, wider, and shallower; the banks, instead of the eternal bulrushes, presented dwarf willows, mixed with aspens, and other moisture-loving trees. From Galatz to Silistria there is always at least twelve feet water in the river, and a much more powerful boat might navigate this portion of the Danube; the distance is about 130 miles, through a country increasing rapidly in population and production.

The Bulgarian country is now a series of beautifully-undulating downs, ending in rocky eminences, at the foot of which flows the river. On one of these eminences stands the small castle of Hirsora, which had the honour of resisting an overwhelming force of Russians for fifty days; it should have been taken in the same number of hours. Hirsora was, I believe, the scene of the first battle between the Turks and the Russians. The town was destroyed, and is now only a collection of mud huts, where we stopped to land and receive a few deck-passengers, Turks, Jews, and infidels, who crowded the deck with their dirty persons and dirtier baggage.

Bulgaria appears rich in flocks and herds; horse-breeding is also carried on to a considerable extent. The left bank of the river continued the same flat swampy-looking country, the only visible life being the constant recurrence of the ugly mud huts built by the peasant-soldiers forming the *cordon sanitaire*. At five P.M. we reached Zarniboda, where the river took a sharp turn to the westward. From this point the distance to the Black Sea is only ten leagues, through a rich valley, which must at one time have formed one of the mouths of the Danube, as a small stream still finds its way into the sea by this passage. During a great part of the year this stream is navigable for small boats, and it might easily be enlarged to admit vessels of a considerable tonnage: this would make a difference of three days in the voyage, and of course a proportionate saving in coals, &c. This improvement, however, is more to be desired than expected.

We reached Silistria two hours after midnight, and as it was necessary to communicate with the Pasha, we had to wait until it pleased his Highness to rise. This I did not regret, as it enabled me to land and

visit the town that with 12,000 Turks had held out for nine months against 50,000 Russians. The fortifications of Silistria are in the Varna style, consisting of long weak curtains, with two or three trumpery bastions, out of grape-shot from each other. The Turks fight well behind walls, but still it is difficult to conceive how this place held out so long against such an overwhelming and well-appointed force as was brought against it. The town is in ruins, and it was impossible to procure milk, eggs, or even fruit, which grows almost wild in these countries. The sturgeon fishery—one of the principal pursuits on this part of the Danube—had been unsuccessful, and we were disappointed of fresh caviare, which we had hoped to receive here. Immense herds of cattle, sheep, and horses were on their way to Russia from the rich pastures of Bulgaria.

We proceeded on our voyage about eight A.M., and had to pass some of the most difficult navigation of the river—the long dry season having left some narrow rapid channels with not more than five feet water; even in daylight much attention is requisite. Bulgaria is here very beautiful, varying from rich downs to lovely wooded banks, the foliage of which at this season presents the most attractive tints. Near the town of Olenitza, in Wallachia, are extensive salt-mines, which are worked to much advantage, supplying the whole line of the Danube and the rich countries which border on it.

At three P.M. we stopped at Turkikai, a fine village scattered over a large space of ground, beautifully interspersed with orchards, vineyards, &c. It contains about 5000 inhabitants, and from the state of cultivation around it, the population appears intelligent and industrious. Having arrived at a deeper and less rapid part of the river, we continued our course, and at nine o'clock P.M. reached Ghiurgevo, a town in Wallachia, at which some fête was going on, as the town was illuminated and many rockets were thrown up. At ten o'clock P.M. we anchored at Rutschuk, where we were obliged to remain, as there was no possibility of embarking coals until the morning.

From Silistria to Rutschuk we were fourteen hours under steam, and passed much bad navigation, with rapid and shoal water. The country began to be interesting, and we saw a great quantity of produce on its way to Galatz, in the peculiarly-formed boats of the country, which are towed against the stream by men on shore, and when loaded are allowed to float down, taking advantage of the wind when possible. Rutschuk is a fine town, containing 30,000 inhabitants, and is situated on a series of abrupt rising grounds, the north side covered by the Danube, and the west by a small stream, which has been widened and deepened into a formidable ditch. The fortifications are admirably planned, and on an extensive scale; and this forms the first really well-defended place I had seen in the Turkish dominions. The surrounding country is richly cultivated and exceedingly fertile, as a proof of which, eggs are sold at one para each, i.e. 200 for a shilling; fine beef is $1\frac{1}{4}d.$ per oke (about $2\frac{1}{2}$ lbs. English); mutton is $1\frac{1}{2}d.$; no difference is made between geese, ducks, and fowls, and you may have your choice out of thousands at one piastre ($2\frac{1}{2}d.$ English) a-head: these are considered expensive, as great quantities are sent to Constantinople;—the imports are salt from Olenitza, coffee, sugar, iron, and manufactured goods; the exports are grain, wool, hides, tallow, and timber; there is also a considerable export of live stock; a small quantity of very indifferent wine is made here. This appears to be the principal manufactory of

the river-boats; they are wide, and flat-bottomed, rising quite out of the water both at bow and stern; the cargo, about forty tons, is placed in the centre, and the ends are reserved for the captain and crew. These boats require a good many hands, as the tracking against the stream is very laborious. A stout wooden roof covers the whole, and the grain, which is loaded in bulk, is as well protected as it could be in a granary.

We proceeded on our voyage at eight A.M., Bulgaria showing a continuation of cultivated country and rich downs—Wallachia the same wearisome flat that, with very little intermission, had continued from the sea. At two o'clock P.M. we stopped for a few minutes at Listova, a small but beautifully-situated town, close to the river, surrounded by an amphitheatre of hills, the east end of which range forms a bold rocky promontory over the river, on which stands a ruined Gothic castle of some extent; the solid masonry seems still to protect the town clustering below it. We procured some fine grapes, and water-melons of an enormous size. This delicious fruit forms much of the food of the lower classes in summer. The river, for some distance above Listova, is a mile in breadth, and the navigation is very difficult, owing to extensive banks and rapid currents. One place we passed where there was no room to spare either in breadth or depth, and our weak boat had a hard struggle to get through.

The Danube, throughout its whole course from Pest to the sea, is as thick and dirty as the Thames at London Bridge, and it requires the most practised eye to discover the dangers hidden beneath this liquid mud. At half-past seven P.M. we reached Nicopolis, and here, greatly to our joy, the last of our deck-passengers, and their dirty baggage, disappeared.

From Rutschuk to Nicopolis we were eleven hours under steam. The Pannonia has not sufficient power to contend, with good effect, against the rapids that abound in this part of the Danube; but they talk of introducing iron boats which will carry engines of double the power, and draw less water. Nicopolis is a prettily situated small town, without anything particularly interesting about it. We left it at two o'clock in the morning, by moonlight; but were soon obliged to anchor, as we encountered a dense fog, which is not uncommon on the Danube. At seven o'clock A.M. we were enabled to proceed, and at eleven A.M. we passed Rahova, another finely situated and extensive town in Bulgaria. Near the river we observed the remains of extensive Roman baths; and on an abrupt rising ground part of an ancient castle, which appears at one time to have covered a considerable space of ground.

At three o'clock P.M. we stopt at an enclosed yard on the Wallachian side, which has been given to the Company as a depôt for coals. There is a guardhouse close by, to prevent the passengers straggling, and breaking the quarantine laws; so the walk on shore is limited to the length of the ship and the coal-yard. We had a contracted view of the Wallachian country, which appeared rich, and was covered with haystacks, well preserved for winter provender. After a delay of an hour and a half we proceeded, but were obliged to anchor at seven o'clock P.M., as the night was so dark that the pilot refused to take charge of the boat any farther.

From Nicopolis to our anchorage we were eleven hours under steam; owing to the want of rain, the river was too shallow to permit our

proceeding in the dark. A bright moonlight enabled us to start at three o'clock A.M. At half-past seven, we arrived at Widdin, a large and populous Bulgarian town, where we remained an hour. The fortifications here are on a splendid scale, and in the most perfect order, showing a very strong front of 1200 yards to the river, completely flanked, and protected by four powerful crowned bastions. The lines of fortification on the land sides are on the same scale, and the whole forms a well-executed and extensive fortified town; mounting 280 guns, most of which are at this moment ready for service. Nearly opposite is the Wallachian town of Kalefat, situated on almost the first rise of ground we had seen on the left bank of the river.

Both sides of the Danube now began to improve in beauty, the cultivated ground increased in quantity, the extensive downs, covered with flocks and herds, were beautifully broken by bold wooded heights, and the mountains above Orsoru gave a bold outline in the distance. At noon we passed Florentin, the last Bulgarian village we encountered. It was finely situated close to the river, and overhung by a nearly perfect Gothic castle placed on a rock, three perpendicular sides of which were washed by the Danube, and the fourth was protected by a deep fosse, beyond which was an outwork with an abrupt descent to the village. The whole formed a lovely study for an artist; and if ever a series of views on the lower Danube is published, this castle and village should take a prominent place.

At three o'clock P.M. we passed the mouth of the small river Timsk, which forms the boundary between Bulgaria and Servia. It being a fine starlight night, we continued our course, although the navigation was difficult; great rows of stakes being placed nearly across the river for fishing-nets, they appear effectually to block up the navigation without answering any other purpose, as we saw no appearance of fish anywhere on the banks.

At eleven o'clock P.M. we arrived at the remains of the famous bridge built by Trajan across the Danube. This must be passed with much care, as the old piers are still in existence under the water, and we very nearly touched one of them. The river is about 1100 yards wide. The piers on each side are still complete; but the remains of the intermediate ones exist under water, and form a considerable impediment to the navigation. At midnight we reached the miserable Servian village of Scala Kladova, and finished the second stage of our voyage. This day, owing to the fineness of the weather, and the anxiety of the Captain to arrive at his destination, we were twenty hours under steam. There were some difficulties to encounter; but intelligence and activity easily got clear of them all.

We made the passage from Galatz to Scala Kladova in five days, averaging fifteen hours and a half a-day under steam. The weather was fine; and it may be considered a favourable passage for the season of the year. The delays to take in coals are unavoidable, as the shallowness of the water will not permit the boat to be fully loaded. The stations at Rutschuk, and the one between it and Scala Kladova, are supplied with excellent coal from the Banât district in Hungary; but owing to the difficulty of working it, and the inadequate means of transport, it cannot be put on board the steam-boat at less than 17. 15s. per ton. Galatz is supplied from Newcastle at the same price. Banât has inexhaustible mines of coal, equal to the best English; and the

proper means of transport are only wanting to cause an immense demand. Coal has been found in Moldavia: but all that has yet been produced is of a very inferior description.

From Drenkova, about sixty miles higher up the river, to near Scala Kladova, the Danube flows through a series of magnificent mountain-passes. In two or three places the bed of the river is much impeded by reefs of rocks; and at present the whole of this distance is impassable to anything larger than a species of small punt, which is towed against the stream by oxen. We had therefore to bid adieu to steam-travelling, and embark our persons and baggage on board some wretched bullock-waggons, which were to convey us to Orsova, the quarantine station, about four hours distant. This arrangement, which is at present excessively bad, is in progress of improvement, and proper covered waggons for the baggage, as well as carriages for the passengers, will be provided by the Company.

By good luck we found a private waggon with a good pair of horses, which was hired to convey the young lady passenger and her father. A Hungarian gentleman and myself joined them, and we enjoyed a lovely drive up the banks of the river, which is here in its greatest beauty. About fifteen miles above Scala Kladova, in a bend of the river, is placed the island of Orsova. This island was fortified by the Austrians, and was afterwards restored by them to the Turks. It is a fortress of considerable strength, and forms a very picturesque object as you drive along the banks. The ground here rises very abruptly, and to a great height, on both sides of the Danube, leaving only a narrow road cut out of the hill on each side. The road on the Servian side is defended by a strong modern castle of brick-work, through which the road passes. This forms a very serious obstacle, as there is no possible approach for guns, except by the road or the river, both of which are swept by heavy batteries from the castle as well as from the island. On the precipice above is built a strong tower, completely overhanging the castle, and from which a child might throw a grenade, or even roll a shell, with perfect effect, either on the road or into the castle, if it were in the enemy's hands.

About four miles further we arrived at the small but pretty village of Tekia, the limit of our journey on the right bank of the Danube. While we waited for our companions and baggage we were shewn into the house of the Governor, and very kindly received by his wife, nearly the prettiest woman I had seen since I left England, which after all is the true garden of beauty. The village has nothing else to interest the traveller; and on the arrival of our friends, &c., we embarked everything in a large ugly boat, and crossed to the Hungarian town of Alt Orsova, where every unfortunate traveller from the East by this route is imprisoned on suspicion of the deadly sin of having been in the neighbourhood of the plague. After a short examination by medical and other officers, who kept at a most respectful distance from us during the process, we were marched off to the lazaretto, which is about a mile distant from the town, a guard with fixed bayonets preventing any attempt at escape. Here we were locked up without remorse, and cut off from all communication with the outward world.

The lazaretto at Orsova is extensive and well-arranged. The Governor, a most amiable old man, showed us every attention in his power; but a prison is still a prison, though the bars be of gold. After a wearisome

ten days' confinement we were released on the morning of the 15th; and as the steam-boat did not sail from Drenkova until the 17th, we had the opportunity of visiting the baths of Melachá and the fine scenery in the neighbourhood. Having procured a carriage with three, and a light waggon with two horses, we drove for about fifteen miles up the banks of a small river, the limpid clearness of which formed a strong contrast to the muddy Danube. It is impossible to describe the magnificence of the scenery through which we passed. The abrupt mountains were clothed to the summit with wood in its autumnal foliage. Enormous masses of rock, sometimes extending for miles, shot up in perpendicular cliffs of several hundred feet high, overhanging the road, and crested by a fringe of gigantic pines. We observed considerable remains of a Roman road leading up this valley; and many traces of the enduring works of that great nation are still visible. The baths, which are a government establishment, are placed in one of the wildest gorges of this wild country. They are hot sulphur springs about 125° of Fahrenheit; and the bather must wait till they cool, as the introduction of cold water renders it less efficacious.

The river runs here close to the foot of a precipitous rocky mountain covered with wood, which is bound into one mass by the wild vine and other beautiful creepers. The opposite precipices retire a little, and leave a small flat space, on which the buildings are erected. These consist of six or seven immense boarding-houses, much in the style of Buxton, furnishing excellent accommodation for at least 200 of the Hungarian and Austrian nobility and fashion, who resort here during the summer. These baths were known and frequented by the Romans: and I found an ancient inscription, stating that they were sacred to Hercules, Venus, and Mercury, (strength, love, and activity.) The judgment of the ancients was good; and these baths are still famous for renovating the strength after wounds, hard service, or a life of dissipation. All the arrangements are on the most perfect scale; and a dollar a day provides not only every necessary, but every moderate luxury.

We enjoyed a lovely evening drive to Orsova, the glen opening here and there into cultivated valleys, with fine vineyards climbing up the sides of the mountains. The road, which is as good as any part of the road from Bath to London, runs nearly the whole way through an avenue of cherry, plum, and walnut trees. Spring here must be enchanting. The inn at Alt Orsova, where we slept, has much improved since Mr. Quin's time. It is now clean and comfortable, and the people very attentive. At four o'clock A.M., on the 16th, we started in two light wicker-work waggons, each drawn by a pair of small horses, to join the steam-boat at Drenkova, about forty-five miles distant.

The river here finds its way through a series of rocky defiles, along which a road is in progress of being cut with great labour. This being as yet impassable, we left the river for a steep and tortuous course, which afforded us views of great variety of magnificent mountain-scenery. This road is now much neglected, as the new one by the side of the river will soon be completed.

About nine o'clock A.M. we descended into a beautiful and extensive valley, the river having the appearance of an immense inland lake, surrounded by lofty, rocky, and well-wooded mountains. We rested here for some time at the Austrian engineer establishment of Plaswihwitzacs,

and were very kindly received by the officers employed at this station. These talented young men are placed here by the Austrian Government to form plans for the improvement of the communications along the course of this impracticable part of the Danube. The road by land, which is rapidly progressing, is carried along the left bank of the river from Drenkova to Orsova, a distance of forty-five miles. About thirty miles of this is already formed by the old road, which requires very little repair. The remainder consists of laborious cuts through the perpendicular rocks, which rise to a great height on both sides of the river. This when finished will give a level and beautiful drive along the river side, showing to great advantage some of the finest scenery in Europe.

We were shown, and allowed carefully to examine, the plans of the contemplated improvements in the navigation. These, which were beautifully and correctly drawn, were explained to us by our obliging hosts. It appears that there are three principal obstacles between Drenkova and Scala Kladova. The first, called Izlas, is a long, rocky, broken rapid, which completely obstructs the passage of anything larger than the small country boats. It has been found that attempting to cut a channel through this would lower the water above so much as to destroy the proposed benefit. In consequence a canal has been projected, of three quarters of a mile in length, with one lock, giving a fall of eight feet. This canal, which could be easily constructed, must unfortunately be on the Servian side of the river; and the clashing interests of Servia, Turkey, and Austria, appear to render any definitive arrangement difficult.

The second obstacle, about twelve miles below Izlas, is of the same nature, but not nearly so formidable. Here it is supposed that a channel might be cut, if the canals above and below were finished. A plan, however, has been made for a short canal with one lock, having a fall of six feet. This is also on the Servian side.

The third and most serious obstacle is situated about three miles above Scala Kladova. This, which is called *la Porte de Fer*, consists of a reef of rocks extending quite across the river. The canal proposed for this extends to two miles, with two locks, each having a fall of seven feet, or fourteen in the whole. This is also unfortunately on the Servian side. The plans, estimates, &c., are quite ready; and I believe the Company will undertake these works as soon as arrangements can be made with the different governments.

Leaving Plaswischwitz, we continued our route along the bank of the river, occasionally making a short detour into the mountains, and at four o'clock P.M. arrived at Drenkova. Here, to our sorrow, we found no steam-boat, the excessive lowness of the river having obliged her to stop at a place called Alibeck, about four hours, equal to twenty English miles, distant. After resting our horses, we proceeded, and about nine o'clock P.M. arrived and embarked, having spent a day of much enjoyment, but of considerable fatigue.

The Franz I., which received our weary frames, is built in the same style, but larger and more convenient than the Pannonia; she draws three feet two inches water when loaded, and has two engines of thirty-six-horse power each. At half-past five o'clock next morning (17th of October) her paddles began to revolve, and we continued our ascent of the Danube. On the Servian side we observed the remains of a powerful and extensive castle on a commanding situation above the river; it

consists of eight large towers, joined by battlemented walls. Castles of this description, some large and some small, occupy almost every commanding point on the Danube, from Belgrade to its junction with the sea. We stopped half an hour at Moldava, a thriving town, where there is a coal depôt and a station for the Company's agents. Not far from this, at a short distance from the river, stands the Greek monastery of Boelovitch; it is of immense extent, and is at present the residence of 300 Caloyers.

The town and castle of Lemendria, which we passed about two o'clock, is well-situated at the junction of the small river Jesava with the Danube. The castle is in the shape of a cocked-hat, the straight side being towards the land; it covers a considerable space of ground, and consists of twenty-seven large square towers at regular intervals, joined by curtains of powerful masonry. It is completely commanded on the land side, and does not come within the pale of a regular fortification of the present day; but the known obstinacy of the Turks in defending stone walls renders them formidable in a fort of this description. A little higher up the river we saw the fine Hungarian town of Panesova, which is situated on the river Temes, about a mile from its junction with the Danube.

The whole of this part of Hungary, called Banât, consists of one immense plain, many miles in extent, and of great fertility; it holds out, however, little temptation to the searcher after the picturesque. Servia, on the contrary, is mountainous and well-wooded.

At half-past seven in the evening we had a moonlight view of the minarets of Belgrade, and soon after anchored at the Slavonian town of Semlin, divided from Belgrade by the river Save, which here joins the Danube. From Ahbeck to Semlin we were fourteen hours under steam, and made a considerable advance on our voyage. There were a few rapid and shoal places; but the navigation was, on the whole, tolerably clear, although the river was excessively low.

To our great joy we found that the steam-boat was to remain all Tuesday, the 18th, at Semlin. The reason of this I did not understand; but it enabled us to visit the famous fortress of Belgrade. We landed early at Semlin, and were delighted to revisit a European-looking town, with wide, straight, well-paved streets, and handsome churches, the bells of which rang a peal pleasant to the ear, and reminded us that, although we had "sat at good men's feasts," it was long since we had "by holy bell been knolled to church." The shops were well supplied, and every species of produce was plentiful and cheap in the markets. I ascended a hill to the west of the town, to visit the remains of an ancient castle, once the stronghold of the Hungarian patriot, Hungady, the father of Mattheas Corvinus. I could trace the remains of a large square building, with powerful round towers at each corner; but it is now nearly level with the ground. The exertions of an influential Hungarian fellow-passenger procured us permission to visit the once-renowned fortress of Belgrade. We embarked in a government boat, accompanied by two quarantine guardians and a customhouse-officer, who were ordered to attend us, and prevent any communication, which would subject us to a second ten days' confinement in a lazaretto. After descending a branch of the Danube for about a mile, we crossed the mouth of the river Save, and again landed in the Turkish domi-

nions. We called on the Austrian consul, who kindly accompanied us, and facilitated all our wishes. Our first visit was to General Milosch, brother to the reigning Prince of Servia, who received us most graciously, and introduced us to his wife and pretty daughter. It was curious to see our party walking the streets, guarded by three men with long sticks, who kept every one, even our kind friend the consul, at a distance. At the General's we were allowed to sit on wooden chairs, and to partake of pipes, coffee, &c.—everything being carefully handed to us by our own guardians.

During an interesting conversation with our intelligent old host, we learned that the Turks, although by treaty entitled to keep only the fortress, were gradually introducing many of their countrymen into the town of Belgrade, which caused much confusion, as two sets of laws, police, &c. became necessary. Belgrade contains 20,000 inhabitants—6000 of whom are Turks, and 2000 Jews; the remainder are Christians of the Greek church. The palace of Prince Eugene and most of the fine Austrian buildings that once existed here are now in ruins. The citadel of Belgrade is situated on a bold promontory between the Save and the Danube, and close to the junction of these rivers. It is perfectly fortified with all the art of the best engineers; but, alas! the folly of the Turks and the roguery of the Pacha (the same who sold Varna) has allowed every thing to go to ruin. This powerful fortress, which, if properly repaired and garrisoned, might for a long time defy the strongest efforts of an enemy, is now so complete a ruin that even the great tanks are destroyed, and every drop of water is carried up from the river on horses' backs. There are few guns mounted, and those are in a very inefficient state. The low ground between the citadel and the junction of the rivers is also fortified in the most perfect manner with powerful batteries, well protected, and sweeping every approach: but here also we found the same ruin and the same want of guns. The garrison, which at present consists of only 600 men, were drilling in squads on this ground under the superintendence of Osman Bey, second son of the Pasha. They were the best Turkish troops I had seen, and were practising the manual and platoon with considerable accuracy. The above is the melancholy state of this once-magnificent fortress, which is situated on the most exposed frontier of the Turkish empire.

Recrossing the Save, we found the carriage of a kind Italian officer in the Austrian service waiting to convey us to our vessel, by which we avoided a long cold pull against the stream of the Danube. We drove first to a beautiful garden, from whence we should have had extensive views of the fertile plains of Hungary and the courses of the Save and Danube: unluckily the evening was misty; but this was of less consequence to me, as I had seen the same views from the ancient castle I had visited in the morning. The vintage in the neighbourhood of Semlin finished this day, and we had the pleasure of seeing the festive procession of the peasants, in their gala dresses, celebrating this event. The women marched in front, carrying baskets of grapes, and singing a wild national air; the men followed, and every now and then joined in chorus. The sun set beautifully, and the effect from a little distance was quite enchanting. After having spent a most interesting day, we re-embarked, prepared for an early start the following morning.

Wednesday, 19th of October, we sailed at four o'clock A.M., and continued our course through a very productive country. The rich vineyards are here interspersed with orchards of a small blue plum, from which excellent brandy is distilled. The plains are covered with cattle and sheep; we observed also several large herds of horses. The mills in this country are formed by two strong boats anchored in the stream; between them is placed a large wheel, turned on the undershot principle by the force of the current. We passed many hundreds of these mills during our voyage: they appeared to be fully employed, and the flour of this country is of a very superior quality.

Between seven and eight o'clock A.M. the tortuous course of the river carried us nearly round the fine town and archiepiscopal see of Carlowitz. The cathedral, and the palace of the Greek prelate, are handsome and attracted our attention; but our flight was too rapid for a close examination. A little above this the river Thuss joins the Danube. This fine river and its tributaries might easily be rendered navigable to an immense distance through the rich plains of Hungary, and through a country abounding in all the productions of the animal, vegetable, and mineral kingdoms.

About noon we arrived at the splendid Austrian fortress of Peterwardein. The situation is very similar to Belgrade, but there is a striking contrast in every other respect. Here the powerful and extensive fortifications are in the most perfect repair, and heavy cannon sweep every line in which an approach could be attempted. A handsome and well-constructed bridge of boats leads to the town of Neusatz, where it is covered by a strong *tête du pont*. At Neusatz we remained an hour, landing and receiving goods and passengers. Here, much to our regret, we lost our amiable and excellent fellow-traveller, Cavalier Peitrich (Austrian Commissario di Guerra), the memory of whom will always induce me to respect and regard Hungary and Hungarian gentlemen.

Early in the afternoon we passed the town and old castle of Illoc, situated in the country of Acrum, and four miles distant from the ancient city of that name. Illoc is beautifully placed on a height above the river, and must have been at one time very extensive. This fine town, with an enormous property surrounding, belongs to Prince Adischac, nephew to the present Pope Gregory XVI.

At ten o'clock P.M. we anchored for the night at the small Slavonian town of Vacova. From Semlin to Vacova we made an excellent day's run, the fine weather having enabled us to remain seventeen hours under steam. There was a strong breeze in our favour; but this was of little advantage, as our steam-boat, although supplied with immense masts and yards, was totally destitute of sails. The country through which we passed was interesting from its fertility only, the scenery being rather tame than otherwise. I hope the incredible flocks of wild geese, ducks, and plovers we saw, will not get me the credit of telling travellers' tales, but to judge from the quantity, there must have been a general congress from all parts of Europe.

We left Vacova about five o'clock A.M., the 20th. A little before noon we passed the mouth of the Drave, another fine tributary of the Danube, which divides Slavonia from Hungary Proper. Very little labour and expense would make this river navigable for a considerable distance, and the country through which it passes is populous and productive. About eight o'clock P.M., having been about fifteen hours

under steam, we arrived at Mohacs, a small town on the right bank of the river, and halted for the night.

The following morning (21st) the sturdy arms of about a dozen damsels supplied us with coals, the idle male part of the creation smoking their pipes, and appearing quite uninterested in the matter. The large inland towns of Essek and Fünfkirchen sent us a considerable addition to our passengers; and about seven o'clock A.M. we proceeded on our voyage. We were much impeded the whole of this day by a strong gale of wind directly in our teeth. We passed the handsome, clean-looking towns of Tolna and Pako, but darkness overtook us before we could reach Föilivar: and we came to an anchor in the river at eight P.M. We sailed again at five o'clock the next morning, and proceeding without any stoppage, we reached Pest at six o'clock P.M. Saturday the 22nd October.

This finished the third stage of the Danube navigation. We were six days on the passage from Alibeck to Pest, including one day spent at Semlin; consequently, we were five days under steam—averaging fourteen hours and a half a-day, or seventy-two hours and a half altogether.

The steam-boat Franz I. has two engines of thirty-six horse-power each, and consumes about 8 cwt. of coal per hour, or 29 tons on the voyage. This is not a fair calculation at present, as much wood, which is both cheap and good, is used between Mohacs and Pest. The coal supplied at Moldava is of an excellent quality, from a place called Oravitza, in the Banât district, and is embarked at about 7s. 6d. a ton. Owing, however, to the imperfect means of transport, it costs three times that amount at Mohacs; and, in consequence, a very inferior coal from near Fünfkirchen is used. This must be mixed with a great quantity of wood, otherwise it cakes rapidly, and blocks up the furnaces.

The fourth stage of the Danube navigation from Pest to Presburg was impassable by the large steam-boats at present employed here, owing to the long continuance of dry weather. This, however, will soon be remedied, as two boats on the American raft principle, which will be able to effect the passage at all seasons, are nearly ready for launching. These boats will require two days to ascend the river from Pest to Presburg, and eight hours from Presburg to Vienna.

After a short stay at Pest, our party proceeded by land to Vienna, distant about 180 English miles, which we effected with ease in thirty hours. The road was excellent, and through a rich country: but this I leave to others to describe, my business being with the river.

Pest has been well described by Quin and others, but I hardly think that justice has been done to this delightful town. The approach from the east is very fine, and is a great relief to the traveller after the flat, unpicturesque country he has passed through almost the whole distance from Peterwardein. Presburg is quite deserted; and this handsome and rapidly-increasing city may now be considered the capital of Hungary. Many splendid mansions have been built by the nobility, where they pass several months annually, exercising that hospitality for which the Hungarians are so justly celebrated. The baths and public buildings are on a magnificent scale. There is an excellent opera, and two theatres. The club, or cassino, is supported by the richest and most influential Austrians and Hungarians, and receives the journals and periodical literature of every country in Europe.

On the opposite side of the river, joined by a bridge of boats 400 yards in length, is the ancient capital, Buda, now called Ofen. Here there is a fine palace of the Palatine, surrounded by the dwellings of many wealthy proprietors. A hill, called Blocksberg, rising abruptly from the river, a little below the town, is crowned by a handsome observatory. The sides of the gently-rising hills which surround Buda, having a fine south and east exposure, are famous for their vineyards, and produce both white and red wines of excellent quality.

Stern necessity forced me to curtail my stay at this fascinating city; and deep was the regret with which I turned my back on Hungary. "Far have I travelled, and much have I seen," but the short period I passed in this delightful country will retain a bright spot in memory when many things have faded away.

These remarks are intended to be descriptive of what is actually the present state of the steam navigation from Pest to Constantinople, and to show what has been done since the commencement of this splendid undertaking. Much remains to be done, and there is considerable room for improvement—all of which is in progress. The active and talented Count Szechenyi, assisted by some patriotic Hungarian noblemen, and backed by some English capital, are lending all their energies to perfect this noble work: under their auspices Vienna will soon become a sea-port, and the produce of rich and extensive countries in the centre of Europe will descend the Danube, and find markets in every part of the world.

The kingdom of Hungary abounds in extensive and fertile plains, intersected by rivers which at present are almost navigable; the mines and minerals are rich and inexhaustible; and the wines require only the excitement of foreign demand to equal, if not excel, any produced in the world. The soil and climate are particularly favourable to agriculturists: the grain is of an excellent quality, and very abundant; the breed of horses, which has lately been carefully crossed with the best English blood, is of a very superior description; the immense flocks and herds which abound in this favoured country will supply an unlimited export of wool, hides, and tallow.

Sincerely may we hope that the patriotic exertions of Count Szechenyi and his fellow-labourers may be crowned with success, and that under their auspices we may look forward to the full development of the resources of this rich and fertile country.

C. H.

It would appear that the dullness of the season, and the terrors of the *grippe*, have been counteracted in the Services by an access of poetical inspiration. The Lady Clio, "*gesta canens*," has deigned to visit more than one of the martial fraternity with a metrical influenza, of which it has become our office to record proofs in the pages of our present Number. The latest instance, though the first in order, is the following, which decidedly stamps its author as a man of LETTERS:—

THE WELLINGTON ALPHABET.

Assaye, (in Eastern climes) appropriate name,

Was where our Wellesley erst *assay'd* his fame;—

Busaco's ridge withstood Massena's force,

• And our great Captain stormed stern *Badajos*..

Ciudad Rodrigo shared no better fate,
 And graced his brow with ducal coronet ;—
Douro he boldly pass'd in face of Soult,
 And from Oporto made the Marshal bolt ;—
El Bodon's heights, with hostile crowds o'errun,
 Defied thy mounted myriads, brave Montbrun ;—
Fuentes fight amongst the deeds we count
 Of him who drank so deep at honour's fount.
 G for *Gavloghur*, or *Garris*, or *Grijon*—
 For nothing came amiss to Wellington ;—
 H for *Hellette*, where, amongst the *Gavés*,
 Our Leader did not do his work by halves.
 I stands for *India*—there he Tippoo saw
 And conquered him, as well as Doondiah Waugh—
 Quickly he *hurried* him from *Hurryhur*—
 Storm'd all the forts from thence to Asseerghur—
 Made peace with Dowlat Rao Scindiah—
 And thus Sir Arthur settled India.

Shift we the scene : and crossing o'er the main,
 We find him next in arms against the Dane ;
 Of Cathcart's force commanding the reserve—
 Our Gen'ral showed his wonted tact and nerve ;
 To Copenhagen's fall he led the way,
 And at *Kioe* immortalized a K.
 L stands for *Lusitania*—a state
 Of Britain's prowess formerly elate—
 Where now her very name they execrate. }
Madrid he took—the capital of Spain—
 And nearly put an end to Joseph's reign—
 That mushroom monarch ! who, with twenty more
 Of Boney's Marshals, found our Duke a bore—
 Soult, Jourdan, Marmont, Massena, Junot,
 With other names, that you and I well know—
 D'Erlon and Victor, Bessières and Ney,
 Have one and all been vanquish'd in their day.
 Nive and *Nivelle* ! your hard-contested fields
 Give ample proof a Briton seldom yields.
 O may do well to usher in *Orthez*—
 One of our hero's many glorious days ;
 P *Pyrenees*—from whence, with eagle glance,
 He took a survey of the south of France.
 For Q we turn to *Quatre Bras*, and see
 Fair prelude of a future victory.
 What pleasure does *Rolica's* name afford—
 That opening scene, where Wellesley beat Laborde !
 To *Salamanca* for an S we trust,
 Where Marmont's Gallic legions bit the dust.
 Who will deny to *Talavera* fame,
 Which gave to Wellington a Viscount's name ?
 Or it may suit you to a T to choose
 That grand finale to the war—*Toulouse*.
 V will command a potent influence o'er ye—
 It stands for *Vimeiro* and *Vitoria*.
 W for WELLINGTON and *Waterloo*—
 What boundless praise to our great Chief is due—
 Who there subdued the proud and stubborn heart
 Of that ambitious tyrant—Buonaparte !
 The peace of Europe thus accomplished,
 And left no field unwon for X Y Z.

ECONOMY OF A MAN-OF-WAR.

No. VII. THE LIEUTENANT.—(Concluded.)

AFTER having undergone the routine thus described, our officer ascends, by filling vacancy after vacancy, as occasioned by removal, death, or preferment, till at length he becomes the First Lieutenant, or Captain's vicegerent. In this capacity he is the authorized channel through which the executive orders flow, and the official organ of his commander's behests. But though in some respects he may be deemed the heir-apparent, more of his future interest will depend on his personal conduct and example than in any other station on board a man-of-war. We regret that the vicissitudes of fortune should be such that some of the most meritorious men in the service have, as it were, slipped through the slings of advancement, and fallen into the hopeless recesses of retirement; but the chances of success are still encouraging; numbers who depended entirely on their own exertions have received both reward and distinction, and many of the disappointed—growl as they may—have been requited more in proportion to their merit than their expectation.

The general printed Instructions are less monitory towards this officer than to any other to whom they dictate. They merely state that, in the absence of the Captain, "the Senior Lieutenant on board the ship is to be responsible for everything done on board. He is to see every part of the duty as punctually performed as it could be if the Captain were present. He may put under arrest any officer whose conduct he shall think so reprehensible as to require it, and he may confine such men as he shall think deserving of punishment; but neither he nor any other Lieutenant who may become commanding officer is to release an officer from his arrest, nor to release or punish any man who has been confined, which is to be done by the Captain only, unless he be absent from the ship with leave from the Admiralty or from the Commander-in-Chief, in which case it is to be done only by the Senior Lieutenant commanding the ship in his absence." This is so general in its application as to show but little of the charge and cares of the station; we shall therefore expand it by dwelling a little more at large on the duties of the maritime Grand Vizier.

The First Lieutenant is the most considerable of all the officers under the Captain, for his interference and authority extend—both in *matériel* and *personnel*—over the whole ship; it is therefore almost needless to add that, in addition to the abilities of an accomplished officer, he should possess decision, manner, and temper, each of which qualities is in constant requisition. His whole attention must be systematically directed to the order, comfort, and accommodation of the crew; and he should not only discharge the duties particularly attached to his own station with zeal and alacrity, but also assist the other officers in comprehending and executing theirs. To carry these requisites to the desired pitch, he must on every occasion study to promote the good of the public service in all its branches, and so conduct himself as to be a pattern of morality, regularity, and good method,—for people are both incited and impelled by example.

To promote a rigid observance of rule in the routine of duty seems to be a first and principal requisite in the grand mechanism of discipline. When once a well-regulated system is established in a man-of-war it should never be departed from, as every person in her would then know what was expected from him, and consequently what time he would have to spare for his own private occupations; good men would take a pride in doing their particular tasks quickly and well, and bad ones would not dare to neglect theirs, conscious that they could not do so without detection. For the full accomplishment of this, and the obligations are mutual, for while it is admitted by the regulated that subordination is necessary to good order, it is also clear that the regulators are so to study the condition of those who are to obey, that command and observance may follow each other as naturally as cause and effect. Though the Captain be the actual fountain of command, much of this must result from the personal conduct and tact of the First Lieutenant, who with his seamanlike attainments must combine a knowledge of human nature, and, never losing his self-command, should so deport himself that no imputation can be cast on his partiality, or want of attention to the ease and effectiveness of the whole ship's company.

When selecting this officer, if choice be allowed the Captain, he should keep the good of the Service in view, and, though at a distance, remember the valuable adage, that "it is better for a ruler to make a favourite of his minister, than a minister of his favourite." And as so much of the whole movement of a ship depends on the abilities of this executive officer, the Commander, after being satisfied of his efficiency, will be politic in leaving the internal management to his direction, marking out the principal bearings by which he intends the ship to be governed, and allowing, at the same time, a certain latitude to improve and digest them into regular order. It has been found that the exertions of this officer will be in proportion to the confidence reposed in him; and though a Captain should always retain the tiller in his own hand, there can seldom be an actual occasion for damping the zeal of his factotum by violent or unnecessary mandates.

The First Lieutenant should make himself acquainted with the qualifications of every officer and man in the ship, and so distribute them in watches and stations that the Service may derive the benefit of their full capacity. He should carry himself steadily and impartially towards all, and recollect that the utmost cleanliness may be procured without that eternal washing and polishing in which some Senior Luffs delight; and men may be incited to their utmost exertions without having their ears violated with the flowers of the "Devil's dialect." Spirit and example will ever prove superior to coercion and execration. That constant fidgetting to find work to keep mischief out of the men's minds, which was the mistaken notion of some executives, is a piece of the same barbarian policy which impelled Muley Ishmael to employ his slaves in building and pulling down again; "for," said he, "if I have a bag of rats, unless I keep that bag stirring, they will eat their way through." The application of this simile was more specious than real, for we know that needless labour and harassing irregularities are ripe causes of irritation. We therefore recommend that turning up the hands without strict occasion be avoided, that every indulgence be afforded to the watch below, and that the people be allowed full time to their meals—

the *pendium caninum* never being inflicted but under the pressure of necessity—observances which will ensure a reserve of vigour for extreme cases.

The executive must so mix himself with the affairs of his charge as to understand their wants, wishes, and proceedings: he should hear and be heard, and, while blaming misconduct, encourage amendment. In cases of fault he should never promise punishment or complaint to the Captain without faithfully keeping his word—a practice which will check him from a hasty utterance of threats; and much of his discretion will be shown in so managing his authority that appeals to the Commander are made only on the gravest occasions. Men who constantly vociferate, “I’ll get you punished,” “I’ll clap you in irons,” “I’ll report you to the Captain,” without sticking to the point, become the jest of the crew. “Bear a hand, Dick,” said a topman to his messmate, “for the First Lieutenant swears he’ll start the whole watch.” “Not he,” replied Dick; “he’ll talk of tar a long while afore he eats it.” Yet he must constantly support the petty officers, or insubordination will be sure to ensue; for insolence mostly rises in proportion as the condition of its opponent sinks, like the topping on a yard-arm to depress the other end lower.

Nor is it among the seamen only that his discretion is to be exercised. As he associates occasionally, not only with his brother officers but with the heads of the several departments, he should steer between familiarity and reserve, and maintain the consequence and authority of his station in cases of need. This is often a difficult point, and requires a man to be determined without the taint of arrogance. Tillotson observes, that ambition may raise individuals to high places, but “pride and insolence and contempt of others do infallibly defeat their own design. They aim at respect and esteem, but never attain it; for all mankind do naturally hate and slight a proud man.” It therefore behoves the “Vizier” to be circumspect in his carriage and discourse, and his topics of conversation should be so general as to discourage the discussion of official circumstances at the mess-table, in the indulgence of which so many fatal altercations have taken rise. To our opinion on this head we may subjoin the remarks of the experienced and judicious Captain Anselm Griffiths:—

“The duty of this officer is in every point of view important; and not the least part of it is that of setting an example in his own person, and exercising a due control, to check every disposition in the conversation at the mess-table tending to the subversion of discipline, or disrespectful to the Admiralty and Government. Nothing can be farther from my intention than to suggest a meddling narrow-minded interference, which, while it would degrade his own character, must produce disgust and discord.

“He should consider himself as one of the mess so long as the conduct and the conversation continue to be gentlemanly and correct; but the moment either of these indispensables is forgotten—the instant quarrels arise, or that conversation degenerates into opposition to authority, or language disrespectful to their superiors—he should recollect his trust, and the messmate should become the First Lieutenant, interposing, without delay, his example and authority to check and prevent it. This is clearly his duty, and is one which, I am quite satisfied, if

correctly exercised, must tend to elevate him in the minds of his employers.

* * * * *

"We have no right to look for perfection, and that officers may occasionally be suffering under irritated feelings is true; but that they should be permitted, in the presence of their senior officer, to break the bounds of subordination by the violent expressions of anger and abuse of their Captain, cannot for a moment be sanctioned. Whenever such cases arise the First Lieutenant should mildly represent the impropriety; that not producing the effect, he must interpose his authority; and it is indispensable he should do this solely on that ground, and not permit himself to be deemed subject to a personal call for the mere performance of a most imperious duty."

Under the conviction that the entire discipline of the vessel depends in a great measure on his own capacity and conduct, the First Lieutenant should be prepared to meet and discharge the duty of his appointment in such manner that it may reflect honour on his own character and credit to the ship. To accomplish this, he has not only himself and his Captain to please,—the subordinates must be satisfied with his deportment and integrity; in which case the operations proceed with alacrity, the spirit of emulation pervades all classes, and the result becomes the suffrage to his system and arrangement. Look to the beautiful state of most of the ships during the late wars, when—though an insolent enemy was threatening to destroy the ports of Great Britain with the runs of her towns—our blockaded country spread her fleets over the globe. Then were efficiency, comfort, cleanliness, regularity, order, and even happiness, most strikingly combined; and how common was the question, on seeing a "crack" ship join company, "Who is the First Lieutenant?"

The First Lieutenant must see that all the subordinate and petty officers perform their specified duties; and he is to receive regular reports that whatever he orders is duly executed. He will take strict accounts of the moral condition of the ship from the mates of the decks; from the carpenter, who should be an expert and practised mechanic, he will get the daily particulars of the spars, wings, pumps, fire-screens, tarpaulins, and all fitted furniture; the boatswain, who ought to be a thoroughly active and hardy seaman, will report the state of the standing and running rigging, sails, boat-gear, and convertible supplies, and that the head, bows, channels, quarters, and booms, are clear of lumber; from the gunner, who unfortunately is usually inferior to his appointment, he will gather the state of the guns, gun-gear, and furniture, the arms, the main-yard, the fish-gear of the anchors, the relieving-tackles, and the state of the cartridges in the magazines. The last is an important consideration, for when the powder requires turning, or the magazine is to be entered at all, the lights and fires should be extinguished, except that under charge of a sentinel, and the light-room in custody of the master-at-arms, and the magazine-passages well wetted with half-watung swabs. The keys of the magazine are to be kept by the First Lieutenant in a part of his cabin known only to the other Lieutenants, and never delivered to any person but the gunner. The other store-room keys may be hung in any part of his cabin, and, when wanted, handed over to a Midshipman or warrant officer.

The ship's company, if possible, should be distributed into three watches, and as many divisions as there are Lieutenants belonging to the ship. Complete watch, station, fire, and quarter bills are always to be hung up under the half-deck, so that every man may learn and know his proper place, in which he is to be made as perfect as his aptitude will admit. In carrying on duty, it will greatly promote regularity if the executive officer use the words with which the Captain commands; for every approach to a specific system of mandate must diminish complexity, and therefore prove beneficial to the commanded. But we do not hereby advocate the adoption of an empty mannerism, or the servile parody of a particular habit, phraseology, or external manner, by which so many officers have been led into a notion that they were aping their betters. Count Castiglione, in *Il Corteggiano*, mentions a friend of his who fancied himself like Ferdinand the younger of Arragon, though resembling him in nothing else but the frequent tossing of his head and screwing one side of his mouth, which was a habit the king had contracted through infirmity; "and many there are," adds he, "who think they have gained a considerable point if they can but copy after a great man in something, though that particular be perhaps the most disagreeable part of his character." We have met many instances of this, and well remember the reply of a Commander of one of his Majesty's vessels (who had by a freak of fortune attained a station for which his understanding and knowledge utterly incapacitated him, and who soon after lost his ship) to Lord Gambier's secretary. This gentleman having gently hinted that the Admiral was not pleased at the repeated neglect of his directions, was saluted with the following exclamation: "Oh, Nelson never cared about orders!"

A personal example tends to rectify or form the conduct of others, wherefore the First Lieutenant, while insisting upon every one's acting his proper part, should be scrupulously attentive to all points of his own duty. When the hands are called, he should never fail to attend, as his presence will enforce a general compliance and attention to the required evolution, and will also enable him to acquire that knowledge of the men's qualities which is so important a branch of his charge. The duty of ascertaining the weight of each individual's character is indeed so requisite to the executive officer, that he cannot make a judicious or serviceable disposition of the ship's company without it. A practised eye will quickly resolve a draft of hands into their respective stations, while one of less experience may appoint a prime seaman to be swab-washer, or turn a sweeper upon the fore-castle. We must be excused a few words upon this head.

It is well known that the crews of our men-of-war are made up of petty officers, seamen, marines, ordinary seamen, mechanics, landsmen, and boys. These various classes quickly assimilate by custom and example, insomuch that one great end of their association—a capacity for undergoing the fatigues and incidents of sea-life—is soon acquired, and that hardy courage which so greatly distinguishes British sailors, though in some degree inherent in their natural constitutions, yet is increased and ripened by their habits of life. But though the minds of all be trained to a contempt of danger and death, the capacities of the men remain so various and distinct, that the organizing of them properly, so as to gain the most from their ability, is a proof of the First Lieutenant's experience and discernment.

The petty officers—as quartermasters, gunners, and boatswain's mates—are selected from the best and most practised seamen in the ship, and their station is the line of encouragement to good and deserving hands. As leaders of a ship's company, such men ought to be greatly fostered and encouraged, not merely for their own sakes, but also that of the public; and we are glad to perceive that recent enactments prove that his Majesty has viewed them in the same light. The offices of sail-maker, caulker, armourer, rope-maker, master-at-arms, ship's corporals, coxswain, and cook, are also filled by select men, who should be upheld in their several avocations, so that their warrants may not be stigmatized as “brown paper” ones by their sneering messmates. Subordinate to these, but of equal importance in active exertion, are the captains of the several divisions and subdivisions of a watch, who are usually chosen as most likely, from their spirit and promptitude, to be useful to the parties under them.

The forecastle-men are downright regular-built seamen, who plume themselves on the consequence attached to their station; they should be manly, strong, and brave; they are presumed to understand thoroughly the setting, reefing, and furling of sails, as well as knotting, serving, and splicing, in all their branches; and they are to take both helm and lead under the most critical exigences. Unlike Proteus, these hard-weather Zebulunites can assume no form but their own, and under easy circumstances are sometimes “too forceful to be forced.” But in the battle or the breeze, when there is, “something for a fellow to do,” the grumbling subsides, and the sterling character of the boatswain's birds shines forth unequivocally. The next in seamanship to these, and even before in general active obligations, are the top-men, usually composed of sprightly and vigorous young men, who have got over their sea-novice. From the pride and emulation of this class, it is, perhaps, the most useful on board—on the one hand preparing recruits for the fore-castle, and on the other stimulating the advance of the more enterprising and vivacious of the youthful landmen.

The afterguard and waistlers are made up of ordinary seamen and landmen, and constitute the largest division of the crew, on whom most of the inferior drudgery of the ship devolves; and to them may be added the idlers, or cook's mates, butcher, baker, poulticer, cooper, mechanics, loblollies, servants, and boys. Although it must be admitted that some wofully “hard bargains” are to be met with in this large portion of the company, there are also to be found numbers of the most willing men in the service; and a careful First Lieutenant, by a circumspect system of encouragement, may greatly amend and improve them. The long-shorers have affected great surprise that such numbers of men should have served in the Navy, without ever qualifying themselves as seamen, or even becoming so familiar with a seaman's duty as to be useful in a merchantman. Very little attention to the conditions will resolve the problem and explain the difficulty. Among the operating causes to be remedied are—firstly, that the majority of the afterguard and waistlers usually enter the King's Service at too advanced an age, and with habits too fixed, ever to acquire that sailor-like tact which may be deemed second nature; and, secondly, in some ships, when once a wight was installed a steward, a barber, a musician, or a servant, he was thenceforward an out-and-out official *employé*, and as such debarred from profaning his hand with ropes or tar-buckets.

Now, we recommend that such of the raw hands as evince capability, should be induced—not coerced—to learn so much of the business of sea-life as to enable them ever after to gain their bread by it, if they choose. To be sure, a grass-comber at a weather-caring may be as absurd as Sheridan's Thames with both his banks on one side; but, under judicious instruction, he may be taught the names and uses of all the different ropes, knotting and splicing, reefing and furling, and the pulling of a good oar in a boat. This may be largely contributed to by the executive's adopting a course between the indifference sometimes manifested towards that class, and the driving system followed at other times.

Indeed, no men ought to be tasked or black-listed in a body; let the undeserving or ill-conducted individual be drawn forth and treated according to his demerits, but emulation ought not to be stifled by manifest injustice—

“For censure oftentimes, you know,
Will strike the dove, and spare the crow.”

Having already alluded to the steadiness and worth of the Royal Marines, we have nothing to add, but that if they are treated with a liberal confidence by the First Lieutenant, he will find it the surest method of promoting content and regularity. Their non-commissioned officers, in the aggregate, are most worthy public servants; and though the privates are not compelled to go aloft, they are most useful in their watches, and many of them attain a very respectable degree of seamanship.

Having thus the executive power of the ship in his hands, the First Lieutenant should plume himself on her creditable appearance and efficiency, and while forwarding his Captain's behests, should animate his people to “take the shine” out of the rest of the squadron. The word “impossible” cannot always be assigned, as Napoleon wished it, to fools*; but it is too often the adjective of the idle and irresolute; and every judicious Commanding-officer will do well, under all circumstances, to recollect the old saw—“Where there's a will there's a way.”

What a grateful display some Senior Luffs make under a careful husbandry of paint, canvass, and the small stores known as “wee things,” while others can hardly make a ship an eye-trap, were the contents of a dock-yard at their disposal! A man of resource is seldom taken aback. We were amused when Lieutenant Goldsmith took the frolicsome trouble of throwing down that object of Cornish veneration, the Logan, or rocking-stone, in 1824. Finding the indignation and regret of the natives of that portion of “Barbary” to be extreme, he landed with the crew of his cutter, raised sheers, slung the disintegrated block, and replaced it on its rocky pinnacle at the Land's-End, amidst the cheers of about 2000 spectators; so poising it that the force which a man can exert to its under-edge, is sufficient to cause it to vibrate and oscillate as before. The replacing of a mass of granite, of between 80 and 90 tons weight, precisely in its former position, counterbalanced by its skill the discredit arising from its wanton capsizing.

In repeating that an attention to the substantial comforts of a ship's company is sure to be of advantage to the Service, in the increased

* Napoleon himself learned how to apply the word before Fortune's wheel had completed its revolution.

strength and content which it confers on them, we must recommend that lent men should be more fairly worked than we have known some smart executives to use them. "A pledged camel," said Mahomet, "is always well milked;" and we have seen the adage strictly applicable when ships have been fitting. Gangs for particular objects ought to be selected or drafted according to muscular force; for it is like "choosing black hogs in the dark," merely to prick names from a watch or station bill. Indeed, a First Lieutenant should understand something of the application of forces, both moral and physical. He need not enter at large into the mystery of statics, dynamics, or other abstruse branches of the philosophy of mechanics, unless he like, but he will be none the worse for some insight into the relative practical conditions. The most usual method of representing strength is from that of the horse, though such expression is often more obvious than scientific.

The power of a horse is understood to be that which elevates a weight of 33,000 lbs. the height of one foot in a minute of time, equal to about 90 lbs. at the rate of four miles per hour; another estimate reduces to 22,000 lbs. raised one foot per minute, equivalent to 100 lbs. two miles and a half per hour. The strength of an ordinary man walking in a horizontal direction, and with his body inclining forward, is only equal to 27 lbs.; and it is known by experience that a horse can draw horizontally as much as seven men. Mr. Buchanan, in his experiments to ascertain the relative mechanical effects of the human body labouring in various positions, giving for the rowing effort 682½, at a winch 476, and at pumping in the common mode 209½.

Mons. Peron, the naturalist, had occasion to observe that men in a savage state are inferior in strength to civilized men; and he has demonstrated in a very evident manner, that the improvement of social order does not, as some have pretended, destroy our physical powers.

The following is the result of comparative experiments on the strength of Europeans and savages, which were made with the dynamometer of Regnier:—

| SAVAGES. | | | |
|----------------------|---|-------------|-------------|
| | | With Hands. | With Traces |
| Of Van Diemen's Land | . | 50.6 | 0.0 |
| New Holland | . | 51.8 | 14.8 |
| Timor | . | 58.7 | 16.2 |
| EUROPEANS. | | | |
| French | . | 69.2 | 22.1 |
| English | . | 71.4 | 23.8 |

We have expressed an opinion, that on so vital an affair as that of the appointment of a First Lieutenant a Captain might be allowed some degree of choice. This, however, is hazarded only with respect to his executive agent, and is not at all intended to countenance a system of favouritism in general, since we believe that men of merit might readily be obtained even by trying the "sortes" in the Navy List. Nelson entertained the most liberal ideas on this head, and no Commander was ever more fortunate in his followers than he; a lesson which should be gravely pondered over by our men of interest. When that mighty hero was going to assume his last charge, the veteran Lord Barham gave him a roll, and offered him the choice of officers. "Choose yourself, my lord," said Nelson; "the same spirit actuates the whole profession; you cannot select wrong." In a similar manner many First Lieutenants

have dropped into ships without the slightest previous knowledge of the Captain, and where sense and seamanship were combined, the result has been to the benefit of the public.

After what has been advanced, it is almost "butter to bacon" to remind the First Lieutenant how necessary it is that he be fully prepared for the command of a ship; for the accidents of the Service often call their whole abilities very suddenly into play. Nor have they been found wanting; for our naval annals teem with proofs of their capacity and address under desperate circumstances; and our own times afford many striking instances of their merit. In Howe's grand action of June, 1794, Lieutenants Cracraft, Monkton, and Donelly, of the Brunswick, Marlborough, and Montagu, fought their respective ships to admiration after their Captains were struck. At the battle of the Nile, the *Majestic* lost Captain Westcott in less than half an hour after the action commenced; but her First Lieutenant, Robert Cuthbert, continued to fight her most courageously against fearful odds, and under terrible carnage, for upwards of eight hours, when the victory was decided. In the hard contested encounter at Copenhagen, in 1801, Captain Mosse of the *Monarch*, 74, being killed very early in the action, Lieutenant Yelland continued it with such spirit and good conduct as to procure the notice of his Admiral, and especial mention in the *Gazette Extraordinary*; and at Trafalgar, Lieutenants Hannah and Cumby nobly sustained the honour of the flag in the *Mars* and *Bellerophon*, after their Captains were slain.

Nor should we confine our remarks to the operations of fleets; for single-ship actions have exhibited equal tact and resource. Thus Watkins nobly carried the brave Captain Faulkner's intentions into execution after the latter was killed, by gallantly capturing the *Pique*. With similar energy and conduct, Lieutenant Hardyman took that renowned French frigate the *Forté*, after Captain Cooke had received his mortal wound; and thus Lieutenant Caiger skilfully extricated the *Tartar* from her perilous situation before Bergen, in 1808, after the fall of Captain Bettesworth. But we might multiply these instances beyond the extent of our space—we shall therefore add but one more, and that because, having assisted in getting both the ships refitted, we recollect the circumstances with interest.

The French 40-gun frigate, *Piedmontaise*, commanded by Captain Epron, had ravaged the Indian ocean for nearly a couple of years, capturing the merchantmen, and eluding all the vigilance of our cruisers. On the 6th of March, 1808, however, as she was about to pounce upon three traders off Cape Comorin, the British 36-gun frigate, *San Fiorenzo*, hove in sight. Knowing what was to be expected, and his aim being to harass commerce, Epron made all sail to get off, but the old *San*, having clean legs, soon overhauled him, and got nearly alongside. A spirited action commenced, in which the *Piedmontaise* so cut her antagonist's rigging and sails, by firing high, as to drop her astern. By the activity of her officers and crew, the *San Fiorenzo* was soon in a condition to chase; but, the French ship being dead to windward, was not able to close with her till the 7th, when another furious engagement began between the two frigates, and was maintained in the same manner as on the day before, the Frenchman firing to disable his opponent's masts and rigging, while the *San Fiorenzo's* guns were directed with terrible accuracy at the enemy's hull.

The British frigate, however, was fighting under great disadvantage, because, owing to the sickness of some men, and the absence of others in prizes, she mustered only 186 men and boys at quarters; for from the smallness of her crew it was impossible for her to man her broadside guns, while she had constantly to keep others knotting and repairing damages. The Piedmontaise, on the other hand, was superfluously supplied with men, as besides her regular crew of 366 Frenchmen, she had nearly 200 Lascars to work the sails. The loss of men was much greater in the French ship than in the *San Fiorenzo*; but the latter having all her running rigging cut to pieces, her sails hanging in tatters, with some of her spars badly wounded, the Piedmontaise was a second time enabled to make off. The English refitted and followed with the same promptitude as before, and were fast coming up with her enemy on the 8th, when the Piedmontaise seeing, from her antagonist's fast sailing, that a contest was unavoidable, tacked, and the two frigates exchanged broadsides as they passed each other.

When the enemy had got abaft her opponent's beam, she wore, and at last manfully renewed the bloody conflict. Both the frigates fought with desperate bravery, and the Frenchman, now no longer looking to escape, behaved in such a manner that the issue of the battle seemed rather doubtful. This was in some measure owing to the conduct of Moreau, the Second Captain, a desperate man, who, having stabbed Captain Larkins after the capture of the *Warren Hastings*, had been denounced by Sir Edward Pellew in his public orders to the fleet as a proper object of vengeance, if ever he should be taken. Moreau conducted himself in a ferocious manner during the engagement, declaring that he never would be taken alive by the English, and, finding himself grievously wounded, crawled to the gangway, and threw himself overboard.

Meantime the gallant Captain Hardinge had been killed by a grape shot in the neck, in the second broadside from the French frigate; but the ship was managed with such skill by the First Lieutenant, Dawson, that the Piedmontaise, after a hard-fought action, one hour and twenty minutes of it close, struck her colours, and the British sailors took possession of their well-earned prize. The loss of the Piedmontaise amounted to 48 killed, and 112 wounded; that of the *San Fiorenzo*, including her lamented Captain, was only 13 killed, and 25 wounded.

Both ships were greatly cut up, and being taken into Bombay, were mostly refitted by the crew of the *Powerful*, then bearing the flag, while the captors were allowed to cruise about Dugaree and enjoy themselves. Thus fell a ship which, from her success and swift sailing, had become the terror of the Eastern seas; and so delighted was Sir Edward Pellew with her capture, that he promoted Lieutenant Dawson to post-rank, gave him a frigate*, and showed every mark of grateful favour to the *San Fiorenzo* which an Admiral can display.

* We should here explain that Lieutenant Dawson's case occurred shortly after the promulgation of the Naval Regulations, which checked the placing of boys of sixteen or seventeen years of age in the command of ships. From this circumstance, though he was immediately appointed to act in a fine frigate, his confirmed commission to post rank was only dated March 9, 1809, the anniversary of the capture, or rather the complete year which the new stipulations required he should serve as a Commander.

We have now submitted to our readers the highly responsible duties of the Lieutenant of a man-of-war, and are happy to add that they are all but universally well-executed. Some of the younger ones are perhaps too frisky in carrying on, and they sometimes forget that Hurry, the apprentice of Dispatch, could never learn his master's trade; but it is surprising how time mellows harshness, and smoothenes every asperity, under the moderating power of Captains and the salutary restraints of the Service. In conclusion, we will quote Pell as an antidote to the complaint we allude to. This rigid old Chaplain, recommending Ovid's maxim, *tardus ad iram*, tells us that the Hebrews call anger APH, because when a man has it upon him—"the rose riseth, the colour changeth, the tongue stammereth, the teeth gnash, the hands clap, the feet stamp, the pulse beats, the heart pants, and the whole man swells like a toad, and glares like the devil."

REMARKS ON MARSHAL CLAUSEL'S EXPEDITION AGAINST THE CITY OF CONSTANTINE.

UPON the object and causes of the occupation of the Coast of Africa by the French, there is one remark which cannot fail, we believe, to strike every one who considers the present state of that nation, and the precarious tenure of his crown by the King of the French. It is—that with all the appearance of prosperity—with all the circumstances of flourishing trade and manufacture—the desperate explosions which so frequently occur, whether in the shape of local tumult or savage attempts at assassination of the King of the French, are sure and melancholy proofs that his military force is the only actual safeguard of his tottering throne.

And what is the composition of this military force on which Louis Philippe relies? Not a veteran army assembled under standards which they have followed to victory, or even loyally and honourably preserved in reverses and disasters—not an army formed and trained upon principles of order and social organization, devoted to its officers, and regarding them as their friends as well as their governors, and united in the bond of patriotism: nothing of all this; but a military body composed of men of the most opposite ingredients and most adverse factions, with neither trust nor confidence in each other, and only concealing their animosities till occasion offers for displaying them with fury: the Republican watching for the destruction of present and past monarchy—the Buonapartist cherishing every recollection of the Military Empire, and abhorring the very name of a Bourbon—and the Royalist bearing arms only from his unfitness to follow any other profession, and execrating more deeply than all the rest the banner under which he reluctantly serves. These are the ingredients which, mixed with a vast proportion of raw conscripts—that class so well described by Montecuculi as "*cette canaille nouvelle, inconnue, sans expérience, sans discipline, sans ordre, et qui n'a que le nom d'armée,*" boys who fancy themselves the regenerators of "*la nouvelle France,*" and whose arrogance and presumption make them impatient of all control—form the motley army on the support of which the King of the French is obliged to place his whole reliance.

If such are the troops of France, and if the system of discipline by which they are to be governed admits no other resort but imprisonment, of which the example is as nothing—or death, of which the example is barbarous—it is no wonder that after in vain filling the prisons, both military and civil, with thousands of refractory soldiers, the French Government should have discovered that a place of transportation, under the colour of warfare and conquest, such as the Coast of Africa, is a necessary safety-valve for that powerful and dangerous machine, of which they have the fearful charge.

At Algiers, they have only to post a picquet of twenty or thirty insubordinates, or *émeutiers*, as they are aptly denominated, a little beyond their usual line, and the relief of the following day will probably find their heads piled up in a pyramid by the side of their bivouac fire, while their bodies are furnishing a feast for birds and beasts of prey. In fact, the disposal of their mutinous soldiers and officers of suspicious fidelity, is the real object and purpose of the French in retaining their *settlement*, if it can be so called, on the African coast; and as it is a matter of necessity to keep such a collection of desperate and demoralized men in some kind of occupation, expeditions into the interior, and petty wars with the neighbouring tribes, are constantly undertaken to check the inclination for revolt and mischief which is ever alive among the French troops in Africa.

Constantine, against which Marshal Clausel directed the late expedition, is the same city of Cirta mentioned by Sallust as the last refuge of the unfortunate Adherbal, who, surrendering it after a short siege to his brother Jugurtha, on the faith of a capitulation, was barbarously put to death by him to get rid of any further appeal to the Senate of Rome, which affected to arbitrate between them.

This city was a great emporium for trade between the interior and the sea coast, from which it is about sixty miles distant, until the conquest of Africa by Cæsar, shortly after the death of Pompey, when he overcame Labienus, Cató, and the remains of their faction,—from which time it became completely a Roman station, and diminished in population and commerce. It was called Constantine, from being rebuilt by Constans, the son of the Emperor. Neither under the Moorish or Turkish Governments does it appear ever to have attained to anything like its ancient importance; and it is at present inhabited by a tribe of Arabs, who, by the French accounts, are by no means formidable either for military force or resources, though the reception they gave their invaders would give a contrary impression.

It was against these people that Marshal Clausel undertook the expedition now under our consideration, and which he circumstantially narrates in his despatch of December, from Bona, one of the most singular documents we have ever seen.

The Marshal begins by reminding his Government of his previous report of the difficulty he had experienced in collecting his troops and stores, dispersed, as he says, as they had been by foul wind and bad weather; and he adds, that so greatly had they suffered, that of 7000 men he was forced to leave 2000 in hospital! Now, making every allowance for sea-sickness and other incidental causes, it does seem an unaccountable fact, if strictly true, that nearly one-third of an army should, from a short voyage, with a system of transports which had been already

established for some years, be landed unfit for service. Indiscipline or mismanagement on board can alone furnish any plausible reason for a state of things so unusual.

Having waited for fine weather, the Marshal at last set out upon his march at the head of 5000 men, on the 13th November. The same night, he says, the rain recommenced, and flooded a rivulet on the bank of which they had bivouached, so that next day, when the sun reappeared, all they could do was to get across and bivouac on the other side. On the 15th, they reached a place called Guelma, where, in an old Roman fort, he left behind 200 men already knocked up with two days' march. The weather becoming fine, he started again on the 17th, after a day's repose, and having been all day getting over another stream, bivouacked at the defile called Raz el Akba, or the Cut-throat Pass.

Here the Marshal digresses from his story to favour the French Government with a little episode, in the best style of modern travellers, upon some Roman ruins, which, he scientifically observes—"lead to a conclusion that the Romans constructed spacious and beautiful palaces in this picturesque country." What an agreeable contrast does this light-hearted and instructive remark present to the dry despatches of the Duke of Wellington, who appears on no one occasion to have culled his letters from the Peninsula with a single picturesque or romantic allusion to the beauty of the scenery of his military operations.

Although the Arabs, the Marshal says, told him they thought he would never get over this Cut-throat Pass, he nevertheless did manage it, on the 18th, without any inconvenience, except the great personal effort of being *himself six hours on horseback* reconnoitring the difficulty of the pass—an exertion he mentions with remarkable complacency and satisfaction. Hitherto the weather had, on the whole, been very fine, and the march of the French had been through a friendly country, without even a sign of hostility. Indeed it seems the inhabitants were well disposed towards them, and the Marshal describes his seeing flocks and herds actually on the road by which they were marching,—so, at least, there was plenty of beef and mutton to eat. If the French had already imagined their hardships great, it was no wonder when, on entering the enemy's country on the 19th, and being exposed to a snow-storm in the mountains, the Marshal pathetically declares, that "here began the most *cruel, unexpected, and unparalleled* hardships—the cold being that of Petersburg, and the mud like that of Warsaw"—(How came this Petersburg frost not to freeze this Warsaw mud?) "We were in sight of Constantine, and yet began to despair of reaching its walls."

Observe, they had yet seen nothing of the enemy—had not fired a shot—had made no forced march—had been perfectly supplied with food, and had every assistance from the friendly Arabs—and now within two easy marches of their object, one severe night caused these brave soldiers to despair of arriving. What heroes the Marshal would have thought the passengers of the Brighton coach, who, a few weeks ago, dug themselves out of the snow-drift, and pursued their journey in spite of the fury of the storm.

On the 20th, continues the Marshal, they, *however*, continued their march, and reached the Monument of Constantine, where, notwithstanding all the difficulties we have been told of, their baggage safely joined them. Here, he says, many perished for want of fuel. Yet

they were only two easy marches from the Raz el Akba, where they had plenty, and, one would suppose, might in some degree have provided against this distress; especially as their baggage had been able to make its way thus far, with no impediment or delay.

On the 21st, they crossed a stream where the infantry were up to their waists, and in which many, says the Marshal, would have perished, if the cavalry had not saved them at the risk of their lives; from which we are left to infer that the exertions of the cavalry were purely optional, and they thought they might as well help their friends out, as leave them floundering in the water. We hear nothing of any order given for such duty being performed. But since, after all, they did not lose a man, this desperate passage of the stream must, in reality, have resembled Louis XIV.'s passage of the Rhine, which, divested of its bombast, was no more than fording a shallow without opposition, or any inconvenience but getting wet through.

A few hours after, they were in position before the walls of Constantine, which city the Marshal describes in very vague terms as rendered unsailable by bombardment or mining, owing to a natural ravine, in the bottom of which runs a small river, crossed by a narrow bridge from the plateau of Mansoura, at the end of which was the double gate called El Cantara. On the further side of Constantine, if we understand the despatch right, was a burying-ground, and also some hillocks, from which an attack was, in his opinion, more practicable than from the Plateau, where he himself had taken up his position. The garrison amounted to about 1300 men, and his own troops were now reduced to 3000.

On the 22nd, Clausel sent the vanguard-brigade across the stream to the other side of the city, towards the burying-ground; but as he could not get any guns along with them because of the deep mud, he remained with the chief force where he was, and battered the El Cantara gate at the end of the bridge. Meantime the garrison sallied out, and found the vanguard-brigade plenty of occupation on the other side for the whole of the day.

About the guns he really tells a strange tale. He says he sent some additional horses to help them out of the mud, and afterwards *acceded to the suggestion* of the Intendant or Commissary-General, of sending some mules for the same purpose. Horses and mules were, no doubt, remedies extremely applicable; but that he should mention so obvious a step as proof of genius in himself, or any wonderful brightness of idea in his friend the Intendant, is absurd, to say the least of it.

However, the horses and mules seem to have done their duty better than some of their masters; and the convoy, we are told, was just starting to escort them, when the Marshal was informed that the 62nd Regiment, in charge of these guns, had thought proper to consider their extrication as a troublesome job, and had mutinied against their officers, and fallen to plundering their own stores of wine and brandy—"thus depriving us of a portion of our resources," wisely remarks the Marshal. After a short and puerile digression upon the cold weather, the Marshal continues—that he had, in the course of this day, battered and taken the outer gate of El Cantara, and had ordered the inner gate to be examined by the Engineers in order to blow it up, and attempt to storm the town. But the Engineers, who, of all people, one would have supposed should have been at hand for the commencement of a siege, had, like the guns,

stuck behind in the mud, though we were told just before that the baggage had arrived without difficulty. It was so late that night when these useful individuals made their appearance that nothing could be done.

On the 23rd, there was a sharp contest between the vanguard-brigade and part of the garrison, who repeated their sallies on the other side of the town, while with equal boldness a sally was made on Clausel's own head-quarters at the Mansoura Plateau.

That night (the Marshal so expresses it), in the hope of *diverting* the attention of the garrison (they probably were beginning to be diverted already at Clausel's performances), and of *terrifying* the inhabitants, he ordered two simultaneous attacks—one, on his side, against the bridge gate, and the other by the burying-ground, where the vanguard-brigade were posted. For the complete thrashing they got in consequence at the bridge from the *diverted* garrison and *terrified* inhabitants, the Marshal accounts by an injudicious order for the free company of Bougia to advance, which, he says, threw their own sappers and engineers into confusion. Who gave this order he does not even mention—contenting himself with saying, that Colonel Lemer cier “insisted upon the necessity of abandoning the attack and withdrawing the troops.” We suspected a hint would have sufficed, without the Colonel's positively insisting upon so agreeable an alternative. As to what the *terrified* inhabitants and *diverted* garrison did to the vanguard-brigade, he gives no details, only observing, that the attack there was as complete a failure as his own, and that several officers were killed and wounded.

The Marshal now found it high time to be off, so he sent an order, he says, to the vanguard-brigade to cross the stream and rejoin him; and here, in the act of flight, is the first mention we hear of success, for they rejoined him, he observes, “*promptly and successfully.*”

Away went the Marshal and his army, before daybreak of the 24th, and after them followed the garrison, who naturally conceived it was now their turn to terrify and divert their opponents; but the Marshal assures us they were bravely repulsed, particularly by one gentleman, who made his men call out “Vive le Roi,” which “so astounded the Arabs,” who probably had never heard of Louis Philippe before, that they “made a *half-face to the right.*” Does a half-face to the right mean an acknowledgment of defeat? Or is it an Arabian compliment? Or what is it?

On the 25th, the Arabs continued the chase; and it appears that having the enemy behind them rendered the French troops much more dexterous and expeditious in crossing rivers than they had been during their advance, for we now hear no more of the dangers of the infantry wading up to their waists in the stream, and the cavalry obligingly pulling them out of the water at the hazard of their own lives—they all seem to have got through “*promptly and successfully.*”

The Arabs reiterated their attacks on the 26th; and among other things left behind by the French on that day, was “half of a Captain Morrice's sword,” which remained, the Marshal gravely tells us, in the *body* of an Arab.

Next day (27th) they reached the Raz el Akba, or Cut-throat Pass, where the Arabs desisted from active pursuit; and next day they got to Guelma, where leaving the sick, they made the best of their way to Bona.

It is almost incredible, after giving such an account as this of his campaign, that we find the Marshal praising "the courage, patience, and occasionally the resignation of his troops. In the midst of so much suffering, fatigue, and danger," he says, "they gave utterance to no complaint, and exhibited no symptom of discouragement." As to the officers, he names them by dozens as having distinguished themselves beyond all praise. The officers of his own staff, he says, did more than their duty. *Quære*—might it have been one of them who gave the injudicious order to the free company of Bougia to upset their own engineers at the El Cantara bridge?—an act which would certainly justify the expression of more than their duty. Captains, Lieutenants, Sub-Lieutenants, Intendants, Sub-Intendants, Paymasters—all behaved so eminently well, according to Marshal Clausel, that we can only account for their want of success by reverting to Waterloo, where all French military writers are agreed they gained a complete victory, and that a sudden panic, with which the English had nothing to do, caused them to throw it away again.

Marshal Clausel concludes by repeating, that "although on their advance to Constantine they had not met with any enemy, yet the army had been absolutely overwhelmed with rain, snow, hail, and mud"—*Frangimus heu fatis inquit, ferminque procellâ*. To the weather alone he ascribes all his disasters, for he says, the loss on the retreat was "inconsiderable;" the various corps brought back all their artillery and ammunition-waggons, which were not broken up (even Captain Morrice, we know, brought home half of his sabre): all the soldiers who were feeble, sick, or wounded, were conveyed; and a garrison established at Guehna ready for a fresh start, whenever desirable. But the French will think twice before they start again for Constantine.

Such was the Marshal's official despatch, which was sent to France by a steamer appropriately named the *Chimæra*.

But it would seem that in spite of all the praises with which he loaded his unlucky army, there were some in its ranks who were resolved on other stories being known at home, and the *National* publishes a private letter containing some curious illustrations of the Constantine expedition. The writer begins by saying, that when the army started on the 13th, there was very little order, and much confusion in the columns and convoys, and, above all, only fifteen days' rations for an expedition of 120 miles into an unexplored country.

He confirms the Marshal as to the weather, but differs in dates by many days; for on the 22nd, when, according to Clausel, the army were in position before Constantine, this writer describes them as entering the defile of Mansoura, probably another name for the Cut-throat Pass, where the Marshal said he had been so long on horseback—*six hours*—reconnoitring: and here is detailed a scene scarcely credible, and of which not one word is said in the despatch of Marshal Clausel. "At this pass," says the writer, "about 400 Arabs appeared (the first enemy we had met), who began harassing the column by decapitating all who separated themselves from their corps."—(to any one who wished to keep his head on his shoulders, this must have indeed been harassing)—when a General Officer, a *man of fashion*, quitted his brigade, and went to the hospital-waggons, crying out to retreat. Instead of obeying him, the escort of the waggons charged along with his brigade, on

which the Arabs attacked the deserted convoy, and threw the whole into such confusion that the army was *compromised*. All this in broad daylight, and accomplished by 400 Arabs!

The *man of fashion* who had done the mischief was summoned before Clausel, and falling at his feet, begged he would keep it all quiet, and not expose him in orders. However, the Marshal told him, with what propriety little matters, that "he had gained his epaulettes in a drawing-room, and that was his proper place." However, as there was no chance of finding any drawing-room for him to retire to on their present line of march, a certain Colonel Boyer was so kind as to advise him to save all further trouble by blowing out his brains; instead of which "courageous act," he got the Commissary-General to beg him off; and the only notice taken of his conduct was an observation in the order of the next day—"that in the struggle of the elements only one man had been guilty of pusillanimity and cowardice." Not a word of the 400 Arabs. Was it, after all, only a violent snow-storm, which blew so hard in the men's faces that they fancied there were Arabs cutting their heads off?

The army, *compromised* as it was, pursued its march, got through the defile, and bivouacked—or, as this writer would almost lead us to believe, *went to bed*, for on awakening, he says, the men were surprised to find their *counterpanes* unusually heavy, the snow having fallen to the depth of a foot. Many horses had died; he adds, the men ate them for breakfast.

Next day they reached the city, and felt so sure of success that the order of the day contained regulations for preservation of the private property of the citizens—a precaution not always attended to by the French in their captures of towns, unless they are greatly belied.

The writer now describes the situation of the city to be completely commanded by a height in their possession, although the fortifications were of considerable strength in themselves. Indeed, if we believe one-half we are told, no ordinary protection could have availed against the efforts ascribed to the French army. Yet in spite of unheard-of bravery, this writer describes the overthrow of the besiegers even in stronger terms than the despatch itself, stating that they lost 120 men in their assault, and began their retreat in a frightful confusion. Among the other casualties, this writer assures us that "the Arabs became more bold, seized our sharpshooters by the belts, and flung them down precipices,"—the only instance we have ever heard of this kind since Minerva, in her fury with Ajax Oileus (who, by the bye, was also a sharpshooter), caught him up and dashed him down on a rock.

"Turbine corripuit, scopuloque infixit acuto."

An equally interesting and probable tale is here introduced, of a "Captain Pexoni, who asked a tired soldier if he could proceed. 'Captain,' said the man, 'in an instant my head will be cut off; but take my cartridges, I should be sorry the enemy had them to fire against you.' Astonished at so much courage, the Captain alighted from his horse, placed the poor devil on it, and led him by the bridle for seven leagues." Thus Pexoni saved a soldier's head, a set of cartridges, and himself into the bargain.

The writer of this circumstantial letter concludes by affirming, that only 1200 men came back, and that instead of only losing half Captain

Morrice's sword stuck in the body of an Arab, as affirmed by Marshal Clausel, they left the whole of their artillery and baggage sticking in the mud, and abandoned to the enemy, besides a vast many sick and wounded soldiers.

Making all due allowance for the rhodomontade in which Marshal Clausel has endeavoured to envelope and mystify his failure, while he pays compliments to his officers to obtain their silence or suffrage when an inquiry shall be instituted by the French Government—and also receiving with caution the facts narrated by the writer of the letter published by the *National* newspaper—still it is perfectly plain that insubordination, and the absence of organization, precaution, and order, which are its unfailing consequences, were the true causes of the lamentable disasters, sufferings, and disgrace, which the ill-fated army of Africa experienced under Clausel.

The description given by Sallust of the circumstances under which, in this very same country, Metellus found the Roman army of Africa when he undertook his celebrated campaign against Jugurtha, is as applicable to the state of Clausel's troops as it was to the condition of that army near 2000 years ago: "*Neque periculi neque laboris patiens, linguâ quàm manu promptior, prædator ex sociis, et ipse præda hostium, sine imperio et modestiâ habitus.*"

What may be the conduct of the French Government—whether they will perceive the true cause of their disgrace—and whether, if they do perceive it, they will have courage or means of attacking the root of the evil—it is impossible to guess: but, at least, we may congratulate the British Army that its discipline, in spite of all that has been insidiously done to weaken and impair it by the enemies of the Army, is still a security against such events as those we have endeavoured to place before our readers, divested of their false colouring, and exposed in the ridiculous impudence of their statements.

If it were possible to believe that those persons were in earnest who have affected to decry as cruel, severe, and brutal, the discipline of the British Army, and to hold up to admiration and imitation the system pursued by the French, the late events in Africa would probably serve to open their eyes as to this delusion. At all events, it may be hoped that those who have, from mistaken humanity, been led into these notions, and who are yet accessible to fair reasoning and conviction, will seriously consider whether the greater part of that frightful suffering and waste of life, which happened in Clausel's expedition to Constantine, may not be traced to the want of a summary system of discipline, applicable at all times and places, and calculated to control, by fear of instant punishment, those dangerous spirits whose courage is chiefly displayed in resistance to lawful authority, and who, when exposed to any degree of hardship and privation on service, fall presently into a state of insubordination and confusion equally fatal to their own safety, and the success of the enterprise on which their country has employed them.

NARRATIVE OF CAPTAIN JAMES CLARK ROSS'S VOYAGE, IN H.M.S.
COVE, IN SEARCH OF THE MISSING WHALERS, IN 1836.*

THE wind was blowing directly towards the ice, and the snow was falling heavily at the time: our approach to the pack was indicated by the temperature of the sea falling from 38° to 29° ; on the fog and snow clearing away, it was seen at the distance of about three miles, extending right across our bows as far as the eye could discern. It was extremely closely packed together by the late heavy easterly gales, and the sea broke upon its margin with magnificent grandeur. It was not considered to be composed of very heavy ice, but there were many bergs seen amongst it, and at some distance from the edge.

The wind freshening up, and the threatening appearance of the weather, warned us to haul to the wind as soon as we had stood sufficiently close to obtain a good view of it, and we continued tacking about all the night; the next morning we stood in, and our examination of the pack edge now commenced. It was our daily practice ever afterwards to endeavour to be at the pack edge every morning by daylight. The ship was then pushed in amongst the loose ice, as far as could prudently be done, without incurring the risk of getting beset, for here we found the current continually to carry us to the south-east, at about the rate of twenty miles per day, so that it required a heavy press of sail to be carried on the ship to enable her to hold her ground against this current and prevailing north-west winds. The whole day was passed in carefully examining the pack, and, before dark, in getting out from amongst the heavy loose ice, which we always found lying several miles off its edge, and from which our ship, notwithstanding the greatest care and attention, frequently received very violent shocks. There were many days that, owing to the thick fogs and snowy weather, we were unable to approach the pack; but the most trying occasions were those in which the easterly gales came on, whilst we were at the pack edge. One of these, which occurred on the 27th of April, may be considered the most violent and trying gale, in every respect, that we had experienced.

In the afternoon of that day, whilst engaged in our usual examination, the wind suddenly shifted to the north-east, and increased so quickly to a gale, that in less than three hours our sail was reduced to a close-reefed main-topsail and storm-staysails. When darkness closed upon us it was blowing a perfect hurricane, and with the pack under our lee at a distance of only four or five miles, we seemed to have but little chance of escape.

The sea rose in mountains over our devoted bark; each successive wave threatened our destruction. The necessity of carrying the storm, fore, and mizen-staysail, in addition to the close-reefed main-topsail, so buried the vessel, that her lee fore-yard-arm was frequently immersed several feet in the ocean. The darkness of the night, and the thick spray-drift, that froze as it flew along, prevented our seeing fifty yards before us, whilst the constant apprehension of coming in contact with some one of the numerous icebergs, rendered the utmost vigilance necessary, and was a source of continued and painful anxiety;

* Continued from p. 45.

whilst the uncertainty as to whether we were holding our ground, or drifting down upon the pack under our lee, rendered our situation altogether most trying and alarming.

The storm continued with unabated fury until Sunday. Heavy seas had broke over the vessel, and swept away her lee-bulwarks and many articles from the deck; and the hurricane blew with such violence that the main-topsail, the only sail we had set, was expected every instant to be torn to pieces. Never was daylight looked for with such painful anxiety; and when it came we could see but little more than before for the thick falling snow. Our ship appeared to be one mass of ice even to her topmast head; the smallest ropes were clothed with the frozen spray of the seas that had broken over us until their size was increased to that of a stream-cable; and on the lower rigging and backstays the ice had accumulated, and increased the top weight so much, that the vessel lurched so heavily during the whole of the day as to threaten destruction to the masts they were intended to support. In the afternoon the gale somewhat abated, and all hands were employed in relieving the masts by breaking the ice off the shrouds and rigging. The sea was still, however, running very high, and this was not accomplished without much danger and several severe bruises having been received by the falling masses of ice.

At ten the sea had sufficiently subsided to admit of our setting the close-reefed foresail; and the gale having changed three points more to the northward, all apprehensions of falling down upon the pack were removed; and the next morning we were again enabled to resume the examination of the ice.

Thus was one of numberless instances of peril and anxiety passed; but we had made up our minds to such before we left our homes of comfort and peace. We had now become familiar with the storms and tempests that continually assailed us—we had witnessed the hand of mercy extended to save us when human aid and wisdom seemed unavailing; and at each successive instance of need we had learned to look with confidence for a renewed instance of Almighty power and goodness.

Every opportunity that occurred was eagerly taken advantage of to seek for our missing suffering brothers; and although frequent interruptions occurred, during which we had sufficient trouble to take care of our own ship, yet upon the whole the examination was most complete, and doubtless, if any ship had been near the margin of the pack, she must have been seen by us.

In the beginning of May we began to get very short of water, and were prevented obtaining any from the bergs we every day passed by the heavy surf which invariably in the open sea breaks upon these mountain masses. We had therefore no means of replenishing our stock, otherwise than by an expedient of Capt. Ross's, which, when we consider the many instances that are daily recorded of the extreme sufferings, of madness, and of death, occasioned by the excessive thirst in ships at sea, is certainly worthy of general notice, as likely, in a great measure, from its extreme simplicity, to be extensively useful. One of the two-ton iron tanks was secured upon deck close beside the galley-funnel; a leaden pipe ten feet long was so secured into the lid of the coppers, after it was fastened down, as to lead all the steam into the

tank upon deck, where it was condensed by the cold produced by evaporation, caused by keeping wet swabs constantly passing over the tank. In this way twenty gallons of excellent fresh water were distilled every day—a quantity more than sufficient for the use of the whole crew. In almost all cases where attempts have been made to distil fresh water from the ocean, it has failed from want of a proper admixture of atmospheric air with the distilled water; and means have been resorted to of supplying this defect by subsequently filtering it through charcoal, with some degree of success; but in the mode adopted by Captain Ross, the water as soon as it is formed being received into so large a vessel, is, by the motion of the ship, kept in such a state of continual agitation during and subsequently to its formation, that the due proportion of air is mixed with it long before it is drawn off at the end of each twenty-four hours. The interest manifested by the crew was not much to be wondered at; but the satisfaction they expressed when they first tasted this water, as pure almost as from the fountain, was truly gratifying:—“No ship,” said they, “need now be in want of water, since the sea can be made so easily to supply them.” And truly no ship with a one or two-ton iron tank, and ten or twelve feet of leaden pipe on board, with plenty of fuel, need ever want it. The consumption of fuel was great, from the great loss of heat occasioned by the badly-adapted coppers for this purpose: each bucket full of coal, on an average, produced about a bucket and a half of water.

Some days after our distillery had been at work its further use became unnecessary by a favourable opportunity occurring of obtaining some fragments that had recently broke away from an iceberg; and in this our boats were employed, collecting it in bread bags, the better part of two days, and thus an abundant supply was obtained.

The 1st of May is, amongst the Greenland sailors, a day on which it is usual for them, if the ship have passed Cape Farewell previously to that date, to commemorate the event by a ceremony very similar to that used in ships crossing the Line, when all the new hands are introduced to Mr. Neptune, and received by him as his sons. This year it fell on a Sunday, and therefore Mr. Neptune, with a becoming regard to that sacred day, deferred his visit until the midnight bell had ushered in another day. It was blowing a strong gale at the time; but Neptune and his lovely Amphitrite did not fail to make their appearance attended by all their satellites; and the process of shaving and other ceremonies usual on those occasions, which have so frequently been described by authors, were gone through with a temper and goodheartedness which, whilst it promoted cheerfulness and hilarity, was productive of no bad feeling, and was the subject of much merriment and conversation to the people for months afterwards, whilst it served to strengthen those good feelings of the crew towards their officers, which could not fail to result from a consciousness that every indulgence was allowed them which could in any way contribute to their happiness, consistent with the due performance of their respective duties.

On the 15th of May we boarded the Undaunted, of Kirkcaldy, and received intelligence of the safe arrival of the Lady Jane. The loss of many of her ship's company, and the deplorable state in which the remainder of the crew had arrived at Orkney, was a subject of painful sympathy; but which the reflection that the hospital which, by Captain Ross's orders,

had been kept in readiness for their reception in case they should arrive after our departure, had been again extensively useful, tended in some degree to mitigate. We also learned that it was the general opinion in England that the crew of the William Torr would have abandoned the ship and dispersed amongst the Esquimaux of the west land, in the hope of sustaining life until relief arrived.

A solar eclipse occurred about noon, but the commencement of it was not observed, the sun being at the time obscured by thin clouds. It was a beautiful day, and to us, who had been so long a solitary wanderer on the ocean's billow, a cheering sight to see another ship sailing in company with us. In the evening she parted company, directing her course to the north, whilst we stood to the west, to continue our examination of the pack, which we had now completed to the north as far as the 60th degree—a distance of about 400 miles.

We were enabled now to continue our laborious work with fewer interruptions, owing to the greater length of day and the improved period of the season. We also pushed the ship much further into the pack, as there was now less chance of being beset, and less danger to be apprehended had such a misfortune occurred to us, from our being now on a much less exposed part of the coast.

On the evening of the 27th, we had arrived in latitude 65°, when we were obliged to discontinue the examination for the purpose of repairing to Holstenburg, where we were to be joined by the bombs on the 1st of June. At nine P.M. soundings were obtained in 210 fathoms, rock and coral. It was hazy at the time, with small snow falling, so that we could not see to any distance. The Captain, when he left the deck at four in the morning, told the officer of the watch, Lieutenant Ommaney, that if it became clear, he would see the tops of some mountains at the distance of ninety miles. At six in the morning they were seen bearing N.E. at that distance; and when we reflect that we had been exactly 100 days *out of sight of land*, and been buffeted about in the manner we had been, we are led to feel the utmost degree of wonder and admiration at the perfect state which the science of navigation has arrived at, to enable us to know, under such circumstances, our position so precisely.

It being the day on which the birth of our most gracious Sovereign is celebrated, an additional allowance of provision and grog was issued to the crew, and the day was passed in joy and thankfulness.

On the 30th, the high land about Holstenburg was in sight; and the ship being becalmed, Lieutenant Crozier was despatched in a boat to that place, in order to communicate our approach to the Captains of the bombs, if they were at that place. During the day we were visited by the Esquimaux, who are in the habit of trafficking with the whale ships as they pass to the northward every year to their fishing ground. From them we learned that there were no ships in the harbour now, but that one of the whalers, that had sustained some injury, had been in some time before to repair the damage.

It was not until the evening of the following day that we could reach the harbour, where we anchored at 10 P.M. Lieutenant Crozier joined us a few hours before, and confirmed the unwelcome intelligence that we had already heard. For many weeks we had looked anxiously forward to the happiness of meeting our promised consort, and of receiving tidings from our friends in England, so that the disappointment at not

finding the bombs here was severely felt by all; but it was supposed, by many, that the severe weather we had experienced had prevented the ships from arriving here by the appointed time; and this opinion was strengthened by the circumstance of no letters having arrived at this place to state that the ships were not coming, which might have been sent by some of the many whale-ships that had passed to the northward. We therefore still hoped to find the bombs at Whale Island, and the most immediate measures were taken to repair the damage the ship had sustained, to refit the rigging where necessary, and to complete our stock of fresh water, so as to enable us to proceed to that place with as little loss of time as possible.

During our stay here we were treated with the greatest friendship and hospitality by the Danish Governor and other Danes residing at this colony; and the recollection of the happy days passed at Holsteinburg will not readily be effaced from the memories of those who experienced the kindness and almost brotherly regard with which those excellent people received and entertained us.

One of our principal objects in coming to this place was to ascertain if any of the crew of the *William Torr* had landed upon any part of the coast; but we were at once assured that no stranger could have landed without their knowing it, as they had frequent communications both to the north and south, and no such event had been noticed in the letters they had recently received.

The colony of Holsteinburg is situated at the termination of a small creek, at the extreme point of the north shore of a wide and very extensive fiord or inlet. Its exact position is lat. $66^{\circ} 56' 32''$ N., and long. $53^{\circ} 34' 28''$ W. The harbour is spacious and well protected by numerous islets, which, together with the dangerous extensive reef that lies to the N.W. of it, and the numbers of concealed rocks to the south, render the approach very difficult and hazardous for those unacquainted with the proper entrance, and should never be attempted in stormy or thick weather without having a pilot on board.

In tolerably moderate weather the Esquimaux immediately come off to any ship they see approaching; and most of them understand sufficiently well the points of danger to act as pilots. It is much to be regretted that the harbour is not better known, as from the great rise and fall of tide any ship that may have sustained injury from the ice may be laid in-shore in a creek convenient for that purpose, and repaired. Captain Ross was engaged during our stay in making a complete survey of the harbour, and sounding in all parts of it. In the centre of the harbour there is about thirty fathoms water, which gradually diminishes towards the shores, which are pretty steep. The best anchorage is at the centre of the north creek, nearly opposite the colony, in about seventeen fathoms water, and very good holding-ground.

We were informed by the Danes resident here that the last winter had been one of extreme cold, and that from the accounts received it appeared that the Straits and Baffin's Bay to the north were very full of ice, owing to there having been but few heavy gales during the winter to break away and carry the pack to the southward. This we were, of course, greatly surprised to hear, after having encountered such violent gales on the Atlantic; nor could this surprise but be increased when, on turning to the register of the weather kept here, we found that during

the furious storm, which lasted from the 24th to the 29th of January, in which the Cove sustained such serious damage, there was but little wind here, and that mostly from the N.E. and eastward. The season they considered, although midsummer had nearly arrived, to be very backward. The whole country was still covered deeply with snow. Several very heavy falls occurred during our stay; and frequently at night the thermometer was several degrees below the freezing point, covering the surface of the harbour with thin bay ice.

The strength of our crew was greatly renovated by a few days of comparative rest after the severe service they had gone through, and now our repairs and refitment went cheerfully forward.

On the morning of the 13th June we took leave of our kind friends the Danes, and proceeded to sea. Favoured by a strong southerly wind, we made rapid progress to the north, keeping close along the shore, whose lofty snow-covered mountains, deeply intersected by numerous valleys and inlets, presented a novel and imposing scene; but by those who had never before been in this country, the passage over the reef called Riscoil will be long remembered. We reached the south edge of the reef at 10 P.M., but here few bergs were to be seen; the sea had risen as the gale increased, and broke over the summits of these grounded masses in a truly awful manner. As we approached the northern edge of the reef, soon after midnight, the numbers and magnitude of the bergs greatly increased, so that at last there appeared to the inexperienced eye no passage for the ship to pass through, but one seemingly unbroken line of breakers extended across our path as far as the eye could reach. Some of these ice mountains must have been above two hundred feet high; and their varied figures, slowly emerging from the foaming breakers that occasionally broke over their summits, presented a spectacle as appalling as magnificent. As we approached more nearly, a narrow opening was seen between two high bergs sufficient to allow the ship to pass through. The Captain and Master steered the vessel, as under all sail she seemed to fly through the narrow passage, impelled by the strong breeze and heavy following sea: and now that the passage was effected, we had but little wind, and perfectly smooth water. Several broken-up streams of heavy ice had collected amongst the bergs, and the main pack was seen at a distance of only two or three miles to the westward.

As we advanced we found the ice much closer to the land, and our progress amongst it more intricate and difficult. After boring through several heavy streams, we again got into clear water; and before noon the Whale Islands were in sight at the distance of eight or nine miles. The wind having shifted to the eastward, we were unable to beat up to the anchorage before 11 P.M., at which time we moored in a very snug harbour with lawwers to the shore. A ship was seen in the offing, and Lieut. Ommany and Mr. Humphrey were despatched in a boat to board her. She proved to be the Lord Gambier (whaler); and now, for the first time, we learnt that no other ship was coming out, and that despatches had been sent by some of the whale ships, ordering us to return to England. It was supposed that these despatches had been landed at Lively, a Danish settlement on the south extreme of Disco Island, distant about twenty miles, where the Governor-in-Chief of the Northern Colonies, Major Fasting, resided. Lieutenant Inman was immediately

despatched in a boat to that place; but, owing to bad weather, did not return until the evening of the 18th, bringing with him some private letters that had been left in Major Fasting's charge by Mr. Dring, Master of the *Swan of Hull*, but no official letters were amongst them.

On the next day two other ships, the *Eclipse* and *Clarendon*, came off the harbour, and were boarded by our boats. From these vessels we learnt that all the public letters were on board the *Lady Jane* of Newcastle, which vessel was in sight at a considerable distance, and a boat was immediately sent to her. She returned early next morning, bringing the Admiralty orders; in the course of the day seven or eight sail hoisted to off the harbour, and the Masters came on board to pay their respects to the Captain. Of these, five of them had commanded ships that were amongst the eleven missing vessels when our expedition was fitted out. They did not fail to express their grateful feeling to all on board, for the sufferings they had undergone in attempting to afford them assistance and relief. Nor was it confined solely to empty expressions; each of them brought on board some contribution to our now exhausted stores—fresh beef, and many other luxuries, of which but few who have not felt the want can possibly understand how duly to appreciate the value, were brought on board as presents to the Captain and officers.

A fine quarter of beef, which had been carefully preserved by Captain Taylor of the *Grenville Bay* for Captain Ross, was, by his orders, issued as extra allowance on the following day to the ship's company; and a portion of the potatoes were also served out; so that our crew also shared in the generosity and kind feelings of our worthy friends.

We were much grieved to hear that hitherto they had been very unsuccessful in the fishery; and that from the appearance of the ice to the northward they had but feeble hope of being able to gain a passage to the west land until after the period for fishing had passed. The names of the ships in company were as follow:—

Grenville Bay (Taylor), clean; *Eclipse* (Gray), three fish; *Clarendon*, one fish, *Lord Gambier*; *Lady Jane* (Lisk), clean; *Traveller*: Dorothy.

They informed us that there were upwards of fifty sail of vessels near Four Island Point, and that only one vessel (the *St. Andrew's*) had taken a single whale. Captain Gray was the last person that communicated with the *William Torr* last year. He met her on the 16th of September off Coutts Inlet, and the Captain of her then expressed his intention of looking for winter quarters somewhere upon that coast. He had been in the service of the Hudson's Bay Company, and had passed more than one winter in the country. But a printed statement of Mr. Tather, Master of the *Jahe*, made at Hull soon after his arrival, asserted that the *William Torr* was seen by him on the 14th of October, about six miles N.E. of Cape Seal. She was then drifting more rapidly to the southward than the *Jane*, being further from the land; and they lost sight of her in consequence on the 17th. He supposed that she would have been home long ago; and the situation of that ship was considered so much better than that of his and the *Viewforth* and *Middleton*, which were in company with him, that some men from the two latter vessels set out to try and reach her by travelling across the ice, but were obliged to return.

It appears that the very strong and circumstantial evidence of Mr. Tather, was the occasion of the Admiralty not sending the ~~bombs~~ ; for if the William Torr was in that position on the 14th of October, no doubt could be entertained that she would have continued to drift with the pack to the south as all the other ships did, and therefore it could be of no use to seek for her on the west coast of Baffin's Bay, where it was originally, though falsely stated, that she and the three other vessels were frozen in ; and therefore it was very evident that as she had not returned to England as the other three vessels did, that she had probably been crushed by the ice, and all on board have perished from starvation and cold. It was nevertheless possible that some of them might have sustained life for some considerable length of time, and might possibly have landed upon some part of the coast to the southward.

We had ascertained that none of the crew had landed upon any part of the coast of Greenland ; we were also assured that had the ship not been wrecked previous to our examination of the pack, we must have seen her, and therefore we could only now hope that they had effected a landing on the coast of Labrador, which we had hitherto vainly attempted to examine, owing to the great distance to which the main body of ice extended from the shore.

We had all made up our minds to crossing the pack to the west coast of Baffin's Bay, where we had expected, from all we had heard, to have found the William Torr, and the information derived from Mr. Tather and the orders for our return to England, occasioned feelings of the deepest regret and sorrow for the calamity which we all felt certain had befallen the crew of that vessel, and the disappointment we experienced in having hopes of a more successful termination to our exertions, which we had all but too fondly cherished, thus annihilated.

We were told that some other ships which were with the fleet of whalers, off Four Island Point, had also official letters on board for Captain Ross, and it was also rumoured that the Bon Accord (Parker), had passed the wreck of a vessel off Cape Farewell (the south extreme of Greenland), with yellow mast-heads ; it was also stated that the mast-heads of the William Torr were painted with that unusual colour. All these circumstances determined our Captain to proceed with the ship to the northward to acquire all the information he could, before he finally determined to return to England, as no doubt the Admiralty had given him considerable discriminating power to act according to circumstances with which they could not be acquainted at the time their orders were written, and which could only be obtained on the spot. All hands were kept hard at work, preparing for sea, sailmakers at the sails, carpenters repairing the bulwarks that had been washed away in the late heavy gales ; several tons of stone ballast were brought on board to replace the fuel and provisions consumed during our voyage, and all other necessary jobs being completed, we unmoored on the evening of the 26th, and sailed the following day.

(To be concluded in our next.)

—AN INLAND CRUISE OF A NAVAL OFFICER.

THERE may be some novelty, Mr. Editor, in a sailor's land cruise—a summer's wandering—to look after a desirable berth for *moorings* in the decline of life—when it will be very immaterial what is put after our names—where all, not noble, sink very quietly into the universal “Esquire,”—too happy, possibly, to escape from the affectation of respect—for the “Old Admiral,” or the “*Old Commodore*.” Our Trunions are gone—we have no longer (land or sea) those racy originals that were wont, in fiction at least, to set us in a roar!

All now is fashion—or a quiet correct propriety—a dignified dulness, which bears an odour of sanctity, and means well; but there is no laughing at it or with it. Thence, by the way, *quality* is much less heartily happy, than it was one hundred years ago. But to the purpose; mine has been a summer trip “*in-shore*,” in quest of a cottage, a villa, a something genteel and romantic, to be let or sold, in some good, cheap, remote spot; and far enough from London to lose sight of its uproar, its politics, and its busy ennui.

Mine has been, after all, a very every-day *run*; nor is there any novelty in it, except, perhaps, in my peculiar search, not only after a cottage and lawn, but after a *pleasing, happy neighbourhood*. It therefore may be said to be not more the wanderings of a sailor than a soldier, or any man strange to both “our houses”—“our shops.” Now, inasmuch as this cruise is entirely *land privateering*, I shall avoid mention of the shop as much as my salt water nature will permit, just throwing in, or allowing to escape, as much as will serve my purpose—in spite, I dare say, of a great many of your readers, who most admire yarns smelling more strongly of tar, or bilge water.

Is it not very odd that, in this way, though now-a-days every body knows every thing, yet, that there should be so little known! Or, under such various and dissimilar features, that expectation is ever disappointed: nay, truth itself (with the most scrupulous intents) is so horribly disguised by point and embellishment, as too often to resemble very miserable fiction. Then, again, there is your taking for granted, and your generalities! What with all this, nobody in this world knows any thing of what does not happen to be exactly in the world—that is, towns, and things in the country. Novel after novel, and ten thousand papers print and print, but say not a word, except what may be picked up incidentally, “à propos des bottes!”

How minutely have fictitious villages and their little society been described! even Miss-Mitford's villages are dressed up. But where shall we find a real country town, or watering place on paper? I am heartily convinced that this defect in description of every-day things, and very vulgar things, and very tedious things, is to be attributed to the very astonishing fecundity of genius! I do not think, at this moment, there are, however, more than one thousand great writers in England—that is, great geniuses; who have quite enough to do in the daily and hourly concoction of dazzling fiction; or in the relation of startling events (or the contradiction of each other,) to absorb their whole faculties, without

descending to such homespun stuff as the high-street of a country town, or the road to it—to the price of lodgings, or of an acre of land! How could we expect a genius to take a walk through Exeter or Bristol market, for instance! The very idea is too gross to hint at—but to print it, would be to condescend to the every-day things of our petty concerns, which are infinitely beneath the dignity—not only, Mr. Editor, of the thousand geniuses of the capital, (bless their hearts!) who (except one or two) meddle with very little sublunary—but beneath the parts and erudition of the smallest editor of the smallest country paper. Thrice happy, then, in my humility, I will take to the despised and dirty road—since I do not aspire to be the thousand and first considerable author, and Heaven having averted from me the calamity of having “written a book”—I shall write to you about all sorts of things, just as they come in my way. Pray pardon my not being able to turn a period, when I mean to turn the corner of a street; nor shall I disguise any town, village, or gentleman’s seat, under any name more euphonous than its own. And now, not to trespass any longer on the valuable spare inches of your Journal (I don’t mind your patience), I shall start off on the top of a Leamington coach. Every body knows that this watering place lies in Warwickshire, within two miles of Warwick, and four of the noble ruins of Kenilworth Castle—over which Scott has thrown his witching spell. That ruin alone takes many people to that spa, who may chance to waver between it and its more saucy neighbour Cheltenham. But I must take these several rivals in their stage coach order. I will not dilate on my tone of feeling at setting out. Suffice it that I love the country, and hate steam and railroads. I like old trees, old houses, and old faces. Beautiful Nature is ever the dear idol of my worship—even in town, where there is more to admire than the artificial surface of things would lead one to suppose. Though what, after all, is the least artificial but an humble and fantastic imitation of Dame Nature! Our guard, for instance, if not a flat, was a mere natural, though quite as artificial, as he knew how to be, for the very life of him.

I was inclined to be distant and morose at the impertinent bugle flourishings and monkey jumpings up and down of this industrious flea. Resolved, too, not to give him a single shilling. What! of a fine summer’s day, a guard—a guard to put on the drag chain, and fleece his Majesty’s travelling lieges. Unhappy traveller! how art thou the prey of various tame ferocious animals—legitimate and illegitimate: how art thou made over, in the most unfeeling apathy, from great porters to small—from short coachey to tall—from one melancholy coffee-room to the next—from one sleek waiter to his brother—from Betsey at the Blue Boar to Sally at the Bath, or insinuating Eliza at the Plough! Do we prate of the dangers of Scylla and Charybdis—of a simple gale of wind, and hatches battened down! What are they—I ask any travelling gentleman—compared to his dangers when lured by those enormous placards and his errant propensities to perch himself up at the heels of four fast-trotting horses?

I should grow pathetic were it not that I must trot on—through the Vale of Aylesbury—a flat monotonous level—anything but rich or pretty. Aylesbury itself a very ordinary town, with a great inn, where feeds are given to the farmers, and where a very good-natured fellow of

a conservative Marquis periodically gammons these unfortunate "chaw-bacons" with much delusive talk—sound that signifies nothing—but to the most simple ignorance. My lord, my lord, cease talking of malt, and lower your rents! That is the species of eloquence to make our yeomanry glad of heart. No matter which way we turn or travel, the farmer is crushed beneath disproportionately heavy rents. Our whole country smacks of it—thence partly the sturdy soil of pauperism and the parish! We had a miserable dinner at a miserable town, Bicester (pronounced Bister). What, O heavens! are our small country towns! Struggling and patient neatness—carefully whitewashed in poverty. Aye, mark the exceptions—the hotel, the attorney's, and the bank—perhaps (with better seeming) the clergyman's, when he condescends to live in the town.

Where's the rich smiling of a profuse market on market days?—where the air of something not grasped by vulgar want?—where the tokens of light-hearted and common amusement?—even for one day in the week? Is there a theatre however humble? 'Tis shut up—the most melancholy edifice in the place! Where are our bowling-greens, skittle-grounds, or tea-gardens, where the poor might meet beneath the cheerful tones of a village fiddler? No, not a place, not a sound of mirth. By my "two troths," Mr. Mayor and corporation, Mr. Bankers, and Mr. Lawyers, and Mr. Parson, I'd make ye all subscribe, and supply all this—and all ye gentry, shut up within your walls and ring fences, you should come down double, whether yot showed your faces or not. But this diffusion of mirth, if not happiness, would be like mercy, twice blessed. How can our nobility and gentry sit down in the country, see, and know all this so intimately, and yet selfishly do no one thing to alter it for the better? They it is who must take the lead. The upper and influential people in the town (if there are a few good houses) are their creatures and very humble servants, and would enter heartily into any earnest wish set on foot properly. Are the shopkeepers poor? their shops wretched? Why don't they patronize them, instead of sending to London to feed fat the already over-gorged?

Are the clowns brutal and reeling drunk out of those dens of vice, where, written equivocally, (to be strictly grammatical!) it expressly bids them "to be *drunk* on the premises"—if this is, why don't they try and lift them into more respect for themselves, and teach them some less pernicious amusement? Create the places, and the poor, with their wives and sweethearts, will go to them slowly at first; but care, good sense, and perseverance, are now wanted to root out this hideous custom. Who will dispute it, when "Tea-total" societies are fast accumulating, with no better aid than the zeal of a few Preston and Manchester workmen, who I have heard lecturing in a homespun fashion on the good that will come from total abstinence from not only gin but all spirituous liquors, including beer, and even cider! It is astonishing what earnestness does! Aided by sincerity and disinterestedness (not to be mistaken,) at Exeter, at Plymouth and Devonport, at Bristol, assembly-rooms are filled with men and women listening attentively, and many converted to this new fashion of living, which distrusts and rejects even temperance as unsafe to the working man.

While I am on this digression so vital to our best interests, let me

name one more sort of buildings conspicuous for size and elegance, where nothing else lifts its head in our country towns, large and small—dissenting meeting-houses, which multiply beyond all calculation, and daily and hourly steal away the poor community from our church. It is not too much to say that already half our population have silently become dissenters! But I shall touch on this more particularly when I get to Cheltenham. We must not shut our eyes: there are no effects without causes—and those evident and ample enough. It is of no use solemnly deploring this state of things—let the heart ache for the moment.

We change horses, and I'm off to Banbury, the nicest town on the road. We have all heard of Banbury cakes. I cannot say I quite admire them—not so at all races and fairs for fifty miles round. The country gets rich and even beautiful, in its own peculiar loveliness, after this town: with extensive views over the country towards Cheltenham and to the west. I was reconciled to our guard, finding him a civil little fellow (since they would make him a necessary evil), and the rather because he played a tune or two tolerably on his keyed bugle—but what hash most of these clever chaps make of some of our familiar airs! Finding this fellow had learned nothing at all new, I took some pains to teach him that simple and rather effective air, "The light of other days;" but it was impossible to drive that or any other light into his impenetrably thick skull. Yet there is no being provoked by well-meaning civility; so I gave him 1s. 6d. with a much better grace than I did a shilling to coachey, who had worked me almost into a fever from Bis'ter, by his constant whipping the poor horses, and twisting and untwisting his whip lash!

How I detest those cruel brutes who never let their whip alone a moment, in pure wantonness, even when their cattle are at their best! I could have knocked the animal off his box with the greatest pleasure in the world; instead of which I—gave him a shilling! A very tolerable exemplification of rewards and punishments in this charming world of ours. It is certain, however, that out of all our coachmen not a tenth part are good drivers—either for care of their horses, of their passengers' necks, or for making the best of the road.

It is difficult to mark the distinctive features of our counties, they so melt into each other; but I should say that Warwickshire is very well wooded, pretty well farmed, and agreeably hilly. The little Avon steals through its meadows, only perceptible here and there, winding a few fields off Leamington, and through Warwick; but Leamington is cursed by its own foul ditch ycleped the Lym—perhaps a nice little rivulet enough originally, till tortured by wiers and the dirt of the town into the foul thing it is, under the Pump-room. There was some talk of making it rather less a nuisance—Amen! And now for this gay Spa, itself a large town, spreading its ceaseless buildings over the adjacent green fields without mercy. Ten years ago this place was still tolerably rural: at present it has outbuilt all that sort of beauty, and bids fair to be nothing more than a great town, full of great hotels and great boarding-houses, vast places, vast crescent, forests of villas, where each family shuts itself up in its own unenviable importance. Where are all the gay, the wealthy, the beautiful, the nobleman, the admiral, the general? nay, where are the young fox-hunters, the smart captains, the

ineffable subs. ? where the pretty Dorindas, fluttering to make flutter ? Upon my word, I don't know ; and yet I was indefatigable at the Pump-room, subscription walk, and band—ditto over the way at Newbold's Harmony of the wood-walk—morning and evening the rival drums thumped responsive—to the “desert air” not a soul came—I have found myself making a fifth or sixth listener, sometimes counting, or not, nursery-maids with their tiny charge. Few and far between, are two or three well-dressed girls, or a solitary dame, or an elderly couple, looking very apathetical, perhaps under the influence of matrimony and the waters. • What, both gardens, both promenades deserted in this way, with an immense town full of the rich and idle ! Oh, bane of my dear land—pride ! Oh, fantastic exclusiveness ! Oh, short-sighted selfishness ! Here you are at work, as well as remote from Spas.

Moralizing is nonsense ; there is a season for everything ; but, in God's name, what affectation 'tis to have watering-places at all ! or ball-rooms nobody (that is, anybody) dances in—walks that nobody condescends to walk in—poor musicians nobody does the poor honour of listening to—and lastly, a poor theatre, so horribly poor and contemptible (in consequence) that it becomes impossible to go to it. Our nobility and gentry first create these evils, and then make them a reason for a very natural disgust ! But one day, or week, or month, may be no criterion. Would to Heaven it were not ! Day after day I walked and sat patiently. I'm sure both hands were grateful to me for it, as much as for the half-crown I placed. (*proh pudor !*) on their importunate book.

What a catch-penny, paltry way of remunerating your musicians—oh, people of Leamington ! But in this, as in everything else, what is everybody's business is nobody's. But be sure the evil will recoil on yourselves—more especially on all who live by visitors and the independent residents. In vain is a certain puffing notice of *arrivals*, gaieties, &c., sent up to London papers from time to time: Lord and Lady So-and-so—the Honourable Harry—Sir Timothy, &c. So much the better. But where are they ?—who reaps the smallest benefit from these august personages beyond some landlord—the Regent's Hotel, and all the tribe of *sharks* ? Still, perhaps, it is some little good to get them at all. But how much more would it be—how beneficently diffused if they would but show the light of their countenances among their more vulgar countrymen and women ! Create a crowded promenade—a crowded ball—a crowded theatre—so would their wealth shine out, and be reflected back by thousand kindred smiles, till the feeling growing infectious—egad, who knows but they'd even smile themselves. But the worst of this order of things is the aping of the secondary and tertiary set—all so dreadfully genteel, that what Lord and Lady Thingamy does is a law—they are *tabooed*.

'Tis hard to catch the ruling folly as it flies. Some cry out—“ True ; but you should come in the winter !—the hunting-season ! ”—(when a dozen or two of *riding* individuals come here starring it, as the actors do—and with the same selfish, overweening, good opinion of their own sweet selves). Whether they do or not, it alters nothing of wrong principle and wrong feeling on which all this exclusive and lonely state of things hangs : till at last these isolated groups die, or go off, of

dignified ennui—each finds it so very dull!—and all public things so very poor, mean, even ridiculous; exactly by their own contrivance—by their own inert selfish dignity! Were it not melancholy—sad, in many senses—it would be laughable: no man's consequence travelling beyond his own family, or immediate dependents! What a farthing candle under a bushel ~~it~~ is!—still, I will allow, excessively dear to little minds.

In a word, were we to imitate the good-natured *gatherings* of the Germans, our watering-places would be every way preferable to the Rhenish ones: since we have a more lovely country, with all means and appliances ten to one preferable; with riches that could create anything—any order of things. Why not put our watering-places on a gay, enticing footing, instead of letting them linger, as they do, almost languishing in neglected loneliness: the shops poor, because *not supported*—the rooms, not the fashion (except to give the Master of the Ceremonies his guinea).

There is always a theatre so contemptible, as Jack says, to be a disgrace to a gibbet!—where a poor troop struggle on—making tragedy, comedy—and comedy, tragedy—with two fiddlers and a half: all this in places—Leamington, Cheltenham, Clifton, Brighton, and all along our western coast, even to Plymouth—filled with thousands of the affluent, who know not what to do with themselves of an evening, and would be delighted to have a little *vaudeville* like Vestris' at the Olympic: which they might have at each and all these places—not relying on the miserable system of *starring*, but constant good actors, good houses, and respectable orchestras: once set agoing, it would be sure to support itself.

And here one word of all our London houses. They never will be worth going to, unless taken out of the hands of temporary, and ignorant, and needy adventurers—*by the Government*. Our Government will meddle—just enough to do mischief. We should have, at least, four national theatres, to give a tone and standard to the minors, which should be left free as air to do the best they could. The great ones would lead the *public taste*, and should be kept at such low prices as to embrace the means of the poorest. Until then, our drama will go on, the contempt of ourselves and of foreigners; with no sort of encouragement to authors of anything beyond the most commonplace ribaldry—which alone suits our pit and galleries of the day. This is the re-action of the absence of our upper circles from the *boxes* and *pit*—a very natural consequence, and a punishment which is not alone felt in town, but pervades the whole land.

But to Union-street, which is the high street of Leamington, where the shops sympathize with both the walks, and languish. An unhappy bazaar took shelter under a corner wall—something like the tent of an Arab: under this poor canvass our belles were evidently ashamed to be seen. The circulating libraries, one or two, get on pretty well in the *novel* way; and in the reading-rooms a very few bilious gentlemen, uncommonly greedy of the very last event—alive to anything and everything rather than what most concerns them in the place of their choice—of their homes!

No, said I to myself, I will not live here—nor buy a house—not if I

could get it for half its value. Why?—a “delightful town,”—“an excellent society,”—“a fine country,”—it may be, but I should be ate up by the “blue devils;” besides, people live in close communities to no purpose in this way—better be the hermit of some vale (not Aylesbury’s!) I do not care to be exclusive, or live within its influence: to see others happy helps me to some enjoyment, and I cannot bear to see the positive reverse. No man could be a “Man of Ross” at a watering place; and unable to lead others, I should find myself carried away by this selfish stream, to no one good purpose—and so an end.

I walked to Warwick. There is a precious chapel there of the Warwick family, where I pondered on things past; and getting up the tower, I looked down on the town and rich surrounding country. The proud castle, too, I saw “de haut en bas.” Here, too, I pondered on how the name of “Beauchamp” should no longer condescend to mean a *fine field*—but the symbol of something sternly the reverse; though not so much in our day. How at variance under new lights are the same things—how are we at variance with ourselves even in the same light of a single day! While I was farther west, these good people have sent the child of yesterday, a mere lad, to Parliament to represent—what? Not the feelings or the wants of Warwick—nor, indeed, of England, I’ll be sworn; as much, no doubt, as one of what’s called the Whig side. A plague of all these unmeaning nicknames. We live to see the day when they really mean no one principle—no one sentiment, but what are strictly in common to both parties. The dependent multitude becomes the mere tool—as it must be; but why not make them more easy, more gay, more happy? • This is the sort of selfishness I do so detest in any set of rulers.

There are no rivals to the Castle in the town; nothing above the attorneys, doctors, and stewards to other men’s lands. If there are more independent persons, I beg their pardon.

I hate country, and all other bankers! • How is it that these people, in a few brief years, with their ditty notes, create such real estates—out of what? One can understand a rich brewer: they give beer—very bad, to be sure; thence they grow rich so fast, aided by their monopoly of means, and getting all the publicans under their thumbs. One never hears of poor bankers or poor brewers, nor any only moderately well-off. That would be but fair, and create no suspicion or dislike. There is no medium. They smash, and ruin all they can; or get inordinately fat and saucy—the very vampires of the land. One can understand the knavish, when not imbecile, cry-out for extended circulation, and small-notes to help the poor farmers! God help them! and they must, like cackling geese, join in the cry! What egregious folly is not poor human nature capable of!

I had a neat argument with a *liberal* Quaker on this head, and universal education of the lower orders! He stood out stoutly for learning, and knowledge as power! Aye, indeed, mischievous power; but the very reverse of happiness! In vain I asked him of what earthly use it was for the poor husbandman or labourer to know how low he is in the relative scale, or know anything that may make him long to know more of what can in no way concern him, or do anything but make him repine at fortune, and discontented with his lot; • and then, indeed,

his doom is sealed to be unhappy ! But universal fools will meddle and meddle with what may be called the beautiful and best order of things, and chance. They will let nothing alone: they will teach the clouds how to fly.

This letting *well* alone is a great question. I am myself sinning when I would alter the arrangements of our towns and our amusements. But they are so artificial, so dull, so heavy, that some change must do good: or soon will our Spa be a very by-word for splendid misery, and such social meetings the very acmé of unsocial affectation !

I will try to find another appearance of things; being much better pleased to be pleased, than put out of patience. I can very well understand how a few families, knowing each other, miss none of those *agrémens* that are banished. To them Leamington wears a different face, particularly while they can fancy the waters do them any good. Besides, in every town of this sort, a certain number of *flûtes*, which are very neat and smart, a few gigs and carriages rolling about the town, and a few smartly dressed people in the chief street, are all they care for as a proof that "all's right." The rage for building has not yet subsided, spite of the numbers of empty houses; and half the outskirts of the town is littered and ugly with bricks and mortar—with fields cut up into unsightly brick-yards. To make amends, these speculators keep up their rents at extravagant rates. In a little circus, where every house was empty, I think, on the Holly Road, they had the conscience to want 50*l.* (taxes not included) for mere band-boxes, with rooms the dimensions of a large ship cabin!—perhaps twelve feet square. All this inflation will cure itself, of course. Meantime, I must look elsewhere for an anchorage.

• Another wretched system prevailing here, and at many of our towns, is having no established market, or market-place. Everything is hawked about in baskets of an inferior quality; nor have you any choice, or any means of comparing the bad, better, best, of what's to be had. Thence I never saw a place worse supplied with all the necessaries of life; and that in the midst of a rich country, and commanding exorbitant prices. The whole town is in the hands of a set of greedy, cheating hucksters. Fruits, vegetables, flowers, so profuse and so fine in a French market on the Place, are here doled out one by one, and bad besides.

As to flowers (in our land of flowers!), there is never one to be seen. To get a nosegay, one must run all over the town; and not then, unless one goes to some nursery-gardens; but, in any event, paying extravagant: so that this sweet and elegant taste in our girls is checked and destroyed, but that some of them at last return to their own dear gardens, after the season at the delightful *sequestered watering-place*.

This evil, which is so monstrous, so preposterous in a country like ours, is the besetting sin of all our towns, markets or not. One never finds a flower (or a very miserable supply) for sale! In fact there is no encouragement; nobody asks for them, seeing there are none to be had. ~ But why is it? At a French ball all the girls have bouquets—how beautiful it is!—even in winter, with a colder climate, they have them. With us, no such thing: out of a room full of girls, one may see, perhaps, a few with this graceful ornament—one in twenty; which has been attained, if in a town, at an extravagant rate; that is, from

one shilling to half-a-crown! and their small allowance of cash cannot afford it.

All this is entirely the fault of our *leading people*. We are growing horribly selfish; nobody can bear anything that is in common; the scarcity of the most ordinary thing makes a distinction—so dear to vulgar minds.

Apart from the town, this is a fine country, and the road to Kenilworth very agreeable. It is still a noble ruin. How massive and elaborate were our ancestors, compared with our own flimsiness! The village, which is a mile long, has some good houses, and some good points; and is better worth living in than its upstart neighbour the Spa. As far as any external amusement goes, they are on a par. Besides, one would have the advantage, at least, of better things: perhaps get a flower, and a little decent fruit.

Walking back one day, I met several gangs of Irish labourers, idling, rather than travelling, along the road. Why is it that we allow these people to overspread our land in summer like locusts, to take something of the little our own poor can earn? As to "helping to get in the harvest," the pretext is absurd—with half our own teeming population unemployed, and in workhouses!

While I was packing up to be off, there came Mr. Sheridan Knowles, with Miss Something, to star it in Hunchback and Wife of Mantua. I dare say they had a beggarly account of empty boxes; for the thing is altogether mean and contemptible, and laughable to the last degree. When an unhappy country manager is swallowed up by a *star*—full house, or empty, he is equally victimized.

Here is a place (to go no farther) with ten times the solidly rich inhabitants that Calais has; and yet Calais keeps up its little theatre and very tolerable band. They act vaudevilles often; operas very tolerably; and are never without support, even from the most humble. But the French act sensibly in this, as in all their public amusements. They know it is useless to allow any adventurer to undertake it. The town does it: builds the theatre, and allows so much towards making it worth going to; then the leading people take boxes by the season (or so many sittings); so that the whole thing is secured from the contempt and poverty ours fall into. It is, in short, on a sensible footing. So it is at all French country towns. I mention Calais as one of the worst. At Boulogne it is on a much larger scale. Nobody expects excellence; but they, at least, find both the stage and orchestra respectable.

From this let us turn our eyes on Dover, on Portsmouth, Liverpool, Bristol, Exeter, Plymouth; even where we have a good building, all else is in the hand-to-mouth misery of common barn-strollers. To say we have no taste for this sort of amusement is not fact; we have a keener relish for it than the French have. But with us all our cash—all our energies, go to stage-coaches and hotel-keepers—to the pomp of carriages and enormous dinners, great houses and pampered footmen—and the payment of exorbitant bills to exorbitant fashionable tradesmen; while the superb squire or nobleman may be seen (followed by John) on horseback—or he paces, in solitary magnificence, up and down his own drawing-room, lawn, or library. This is Pope's "puny insect, shivering at a breeze." It is not that I would have anything

altered within doors of the rich or great ; but to beg of them to divert the channels of their wealth and influence on the town, and set all sort of harmless amusements agoing. How much more love and respect it would beget them ! But the great incentive should be how much more they themselves would be amused, and they at the year's end be not a sixpence the worse off. It would grant a surer return than sowing a field with grain—surer than railroad shares : and who will dispute that to build either a theatre or a market (and encourage fruit and flowers) would confer a greater benefit on his country than building a bridge, or some great unmeaning row of houses ? It is not that we have not countless acts of munificence from our rich people, but it seems to me to begin at the wrong end.

Bridges, roads, inclosures, will come when wanted. It is for the elegant rich to promote the taste for harmless amusements and the elegancies of life ; but, above all, gaiety and cheerfulness among the genteel, as well as the working multitude : and in no spot that I have seen is this more wanted than in Leamington. Its dead gentility sits like an incubus upon the place, cultivating in silence its own petty, solitary consequence, and rearing up the children of a penurious and wretchedly dull population, whose only amusement is to hawk bad provender from door to door. The very music of the two unhappy bands jangles harsh and out of tune upon the ear.

I put myself on the top of a Cheltenham coach, and, in despair, left them to enjoy the most genteelly tedious species of existence ever invented by the sons of men. There is, I forgot to say, a Master of the Ceremonies ; but of what ceremony, except returning thanks for his guinea, I was unable to learn.

Following the course of the little Avon, we passed through Stratford-upon-Avon—a poor, and rather ugly little town. Oh, let no one go to have his poetic dreams of our divine Bard upset by running, as I did, to his little wooden white-washed house. I stood in his very low-ceilinged room. But there was nothing to recall the demi-god : and the ignorance of Dame —, the old woman that shows you up, sets one's teeth on edge : without the smallest glimmering of an idea of the man ; she even knew nothing of his tree, that the brute cut down behind the house ; a small case made of the wood of it she bungled about. Pah ! It required to be wet through in a perfect tropical pouring to wash this poor old woman out of one's head.

And now for Cheltenham. This is not so bad. Its High street has some smack of life and bustle, at any rate ; and the “ Plough,” bad as it is, does not quite swallow up all the substance of the place.

[To be continued.]

LETTERS FROM THE SEAT OF WAR IN SPAIN.

No. VI.

BY MAJOR BYNG HALL.

THE northern side of Vittoria was constantly infested with straggling parties of the Carlists, who prevented the conveyance of every kind of provision into the city, particularly that of a nature most necessary to invalids. Neither tea, milk, nor any luxury of that sort, could be procured for the body of the sufferers, and all things were more expensive than in London; to add to which, the snow fell thicker and thicker, and the mountain-roads consequently became each day more impassable, which entirely prevented the peasants from making any attempt to attend the markets.

The funds in the military chest became more and more diminished, without any appearance of fresh supplies; and I have no hesitation in asserting my belief that the greater part of the junior officers of the Legion, whether in health or otherwise, were generally subsisting on their rations, which were bad and irregularly supplied. Three hundred men had already found their last homes in Spanish soil, and about twenty officers, including medical men—all having died from the same effects, the cause of which (as I have previously mentioned) being totally beyond the control of General Evans and those under his orders, and I am assured the reports of medical officers will hold me good in my statement that privation both of food, covering, and lodging, added to the total want of faith of those to whom we naturally looked for the means of existence, was, generally speaking, the occasion and reason of this sad and much-to-be-lamented mortality. With the number above stated as dead I may include, when speaking of sickness and misery, one thousand men, who were still in the wretched and disgusting hospitals, totally unfit for duty. Had these unfortunate individuals fallen in the field of battle, gallantly and devotedly fighting for the cause in which they had embarked, honour would have surrounded their graves, and at least our feelings of regret would have been far less bitter. As it was, each morning confirmed the unwelcome intelligence of some additional loss, and only contributed to the gloom which had too forcibly begun to overcast our small army. No excess—although it has been so stated—could have occasioned so dreadful, so desperate a state of affairs, unless it may be termed an excess of deprivation; and in such case it was but too true. With regard to brandy and other spirits, I much doubt if a sufficient quantity could have been obtained in the whole city to have intoxicated the half of one regiment.

During this unhappy state of things, the greater part of the Legion was ordered to Trevino, an inconsiderable town in the "condado" of that name, which is a small but distinct principality in the province of Alava. The town is situated at the side or extremity of a range of hills to the eastward of La Puebla, and at the distance of about a league from the high road running from Miranda del Ebro to Vittoria. At the commencement of the war it had been possessed and garrisoned by the Christino forces, but latterly, like many other towns (for what reason I am at a loss to conceive), it had been unprotected, and remained at the

mercy of either party. The inhabitants of this small tract of country were however generally conceived to be liberal, and even exalted, in their principles. In order, therefore, to place this town again in a state of defence, the British Legion once more marched through mud and snow, many of them without shoes, for a distance of three leagues—Espartero's division moving at the same time to Pena-cerada for the same purpose, which is a mountainous village more to the east of the high Miranda road, and to the north of Trevinò. The object of these movements, which were undertaken by order of the Commander-in-chief, requires explanation; and I fear the task which in this instance has fallen to my lot will be one of much difficulty. If his intention was to allow the troops change of air, and to relieve them for a period from the miseries and fatiguing duties of an overcrowded city, his intention was praiseworthy; but if his purpose was to harass them by useless and fatiguing marches, which could lead to no possible result, his wish was nobly obtained by the sacrifice of numbers of the men, who returned with frozen feet, sick, wet, and weary, without the possibility of changing their clothes, having none to change; and thus many died in misery and pain, whilst others, by the loss of legs and feet, which required amputation, were left mutilated, in the vain hope of hereafter receiving pensions, wherewith to drag out the remainder of their miserable existence. But every officer of the Legion is well aware how cruelly and dishonourably these hopes have as yet remained unfulfilled.

Time, in my opinion, would only be wasted in fortifying Trevino, which was equally ill-situated for such an undertaking—excepting as regards barricades and loop-holes—as were most other towns in Biscay and Navarre. The occupation however of this town might in some degree have protected the line of road which runs through it from Vittoria to La Guardia and Logrono—thus making the line of march from those towns to the province of Alava shorter than that generally followed by Haro and Miranda del Ebro; and if the inhabitants were favourably disposed towards the Christino cause—and such was generally supposed to be the case—it was but just to give them such protection as would prevent their property from being destroyed. Surely, however, it was not the time to undertake such operations when the body of the Carlist army was known to be on the extreme right of the province, whilst other battalions were hovering in the neighbourhood of Vittoria, which was left but thinly garrisoned.

During the time that the Legion occupied Trevino an absurd story was told, which so truly speaks the character of the Irish soldier that I must relate it here. Strict orders had been given to a company of Rifles, who were that day on duty at the outposts, not to allow any individual to enter the town without having first closely examined him. The consequence was, that, on the field-officer going his rounds, he was saluted by the sentry, in more than a common tone of voice, with "Who goes there?" and on being replied to by the answer "Friend," he immediately said, "Then by J—stand fast! for I an't one in this damn'd country." The officer then explained—for it was dark—that he was the field-officer of the day. "Then," said the determined sentry, "you have no business here by night;" and it was not for a length of time he was enabled to gain an entry into the town. Another equally absurd story was told of a soldier in Vittoria, who was vainly endeavouring to

discover the way to one of the Brigadier's quarters. First in English, and then in bad Spanish, did the man ask which was the way, each time being answered by the Spaniard with "Io no se," or, "I do not know." At last the inquirer became irritated, and, misunderstanding the words, exclaimed, "You won't say, won't you? there, take that!" at the same time suiting the action to the word by applying his fist, with no very gentle force, to the Don's face, to his utter astonishment and dismay.

During the occupation of Trevino and ~~Pena~~-cerada by Espartero's division and the Legion, with Cordova in snug quarters at Pampaluna, the Carlists, commanded by General Eguia, quietly attacked Valmaseda, and not only took it, but also 200 prisoners, who immediately laid down their arms and declared themselves in favour of Don Carlos; and then, having ransacked the town of everything valuable that was capable of being removed, they as quietly left it to the Christinos to re-occupy. Numerous tales were in circulation as to the gallant defence the unfortunate garrison would have made had not an unlucky shell been so well directed as to fall exactly into the powder magazine, which, by-the-by, could not have been bomb-proof. Be it as it may, I have heard a far different account of this affair, which I have reason for believing to be strictly the true and correct one: viz., that the garrison was principally composed of soldiers belonging to regiments that had once been commanded by the Carlist General Eguia, who, during Ferdinand's reign, held the rank of Brigadier in the Royal Army, and that not only the men, but also the officers, were so favourably disposed towards their ancient comrade in arms, that an arrangement had evidently been entered into to give up the town, when the Carlist forces had chosen the time and favourable opportunity to appear before it, which the very slight loss on either side leads me to think must have been the case. An isolated detachment at Mercadillo, which was absurdly barricaded in a single and lonely house on the high road passing through the beautiful valley of La Mina from Villasaña to Valmaseda, about two leagues to the south of the latter place, was also cut off, and fell, to a man, into the hands of the Carlists. Plentia very shortly afterwards shared the same fate. Far be it from me, however, to assert that it was not under very different circumstances; its defence was most gallant, and not only did the small garrison—consisting entirely of Urbanos—use the most energetic measures to maintain the place, but the women, with blue ribands (the colour of the Christinos) attached to their head-dresses, took up arms to defend their homes and children. The result of this unhappy affair was fatal. The Alcalde, or rather the Commandant, a man of much honour and known bravery, terminated his unfortunate existence with his own hands rather than surrender; and many of the wretched females and inhabitants, endeavouring to escape in boats, when no longer able to hold out against the superior force of the enemy, were drowned in crossing the bar at the entrance of the harbour—at all times dangerous, and more particularly so during the winter months. Others, less fortunate in their escape (for several actually reached Portugalette in safety), remained and were cruelly murdered.

The town of Valmaceda, or Balmaceda, which I have twice visited, is most romantically situated on the banks of the river Salcedon, about

four leagues from Bilbao, and not far distant from the entrance of the extensive and beautifully-cultivated valley of La Mena. The first time I had the pleasure of seeing it was in company with General Espartero and Count Mirasole, in the month of October, 1835, who were then marching with a division to form a conjunction with the main body of the army, then at Miranda del Ebro; and during the opportunity of a short halt I had sufficient time to take notes of its localities and capabilities of defence. The high road from the village of Castro, on the coast, which approaches it on the northern side, and passes through the centre of the town, continues in the direction of Modena de Poma and Villacajo, shortly after which, crossing the Ebro, it extends to Burgos, and the high road, joining it on the southern side, runs in the direction from Pancorvo to Santander, passing through Santa Maria, Onã, and Soncillio.

To the right of Valmaceda, on entering it from the Bilbao side, is an extensive range of mountains called the Sierra D'orduna, the base of which extends immediately to the town. On a conical height or rock to the right, and commanding the entrance I have named, a small tower was fortified and occupied by a few men. This, however, was, in my opinion, almost useless as a point of defence, being entirely overlooked and within range of the sierra above it, and containing only two pieces of artillery of very small calibre, in bad order—in fact, less useful than blunderbusses,—on the opposite side of the town, runs the river Salcedon, which in some places was fordable, and in no part deep; this was crossed by a bridge, which led to the Orduna road, the country in that direction being also mountainous and woody, commanding the town. The gates at both entrances, north and south, were strongly barricaded and looped for musketry, as also the walls and houses on the exterior. This plan of defence, in an almost isolated position (at least as far as regards the possibility of relief), with a garrison of not more than 200 men, was all the opposition that presented itself to Don Carlos's army; and surely it required no great foresight to foretell its fall in case of attack, even had not treachery offered it a willing sacrifice to the enemy. With regard to Plentia, it is a very small town on the coast, to the north-west of Bilbao, and was only garrisoned, at the time of its defeat, by urbanos or militia.

On the news of the successful Carlist operation against Valmaceda, Espartero marched his division in the direction of the Pena d'Orduna; and Espeletta, who commanded the reserve, and whose headquarters were then at Miranda del Ebro, moved his forces also towards Modena de Poma, Laroaga, and Frias, both on the banks of the Ebro, to the westward and left of the line of operations; but unfortunately he arrived, as usual, only in time to hear of what had taken place, and of what might have been prevented had he been gifted with the slightest energy or foresight, and to waste in useless and unavailing regrets the valuable time which might have been better employed in endeavouring to remedy the ills which his inactivity in a great measure caused. General Evans, who I must assert, without deviating through partiality from a plain statement of facts, was ever on the alert—inarched, with the most disposable part of the Legion—which at that period was dreadfully diminished from sufferings and deprivation—to cover and support Espartero's division, in order that the enemy's movements might be more

closely followed. Too much time had however elapsed at that period to allow of any successful operation ; as the Carlists, having evacuated Valmaseda, and not being in sufficient numbers to risk an engagement, made use of their well-known activity and knowledge of their adversaries' movements, to retire to their original positions, and then to threaten Portugalette. Upon the receipt of this news the Legion counter-marched to Armentia, to keep open the rear of Vittoria, and also in order to complete the works already commenced at Trevino.

Valmaseda has since been garrisoned and re-occupied by the Christinos ; but it is a matter much to be doubted whether such isolated positions ought ever to have been retained, as the continued movements of each army necessarily at times prevent the possibility of affording immediate relief to any place suddenly attacked which is out of the line of operations, or on the coast ; and I have already endeavoured to explain the very great facility and extraordinary quickness with which the Carlists fly from point to point, leaving it always in their power to attack a weak position, as the result of these affairs has but too well proved.

Since the affair of Arlaban, and indeed for months previous, I had so severely suffered from ill health, that, at the strong recommendation of the medical men, I was persuaded to try change of air, for which purpose—added to other circumstances—the General kindly permitted my return to England.

It was therefore decidedly not with heart-breaking feelings of regret that, in company with my agreeable friend H. P., late of the 28th Royal Welsh Fusiliers, I bade adieu to the unfortunate city of Vittoria and its incomprehensible and most unfeeling inhabitants. With all its ancient reminiscences of glory, I must say it left but one on my mind, viz., that of disgust—for no beings ever received less attention or commiseration than did my unfortunate countrymen ; and the inhabitants appeared engrossed (whether Carlists or Christinos) with but one object—that of plunder and extortion. Yet I am perhaps illiberal in making these statements, however true ; as it must indeed be painful, amidst the numerous miseries of Spain's hateful and unnatural war, to have their homes and hearths overrun by friends or foes of a foreign nation. If yet one spark of the proud spirit and ancient patriotism of their glorious country still remains, it ought at once to ignite throughout the nation, and thus, by their own energy, endeavour to quell the unheard-of horrors, of which none but those who have witnessed them can truly form an idea, and spurn the occasion for foreign aid.

I am unwilling and unprepared publicly to enter into any political discussion on a subject which is already become a source of contention throughout Europe ; and although it has been and is my endeavour to give, impartially and justly, an account of those occurrences and military operations during which I was present—and although I am naturally anxious for the ultimate success of that party which in a measure I served—I nevertheless do conceive that the failure of the Christinos rests infinitely more on the shoulders of those employed as leaders to the Spanish army, from their great want of enterprise, exertion, and military knowledge, than from the superiority as regards force on the part of the Carlists, notwithstanding the numerous advantages which the nature of the country affords them.

We left Vittoria on the 23rd of February, 1836. The weather was bright, but severely cold; we were therefore comfortably cloaked in the interior of an ancient chaise-de-poste, which we had managed to hire for the sum of fifty dollars, together with two mules. For this we were to be safely deposited (barring an attack of the Carlists) at Santander. Having bid adieu to my faithful servant—a species of Christino-Carlist gentleman, according as the situation might appear most profitable—we started on our perilous journey, with a kind of pleasurable feeling at leaving the feverish atmosphere of Vittoria, and of doubt as to our safe arrival at our destination. Our first day's journey was short, passing through La Puebla and Armonion, in the province of Alava, to Miranda del Ebro, where we put up for the night at the posada, and took the opportunity of paying our respects to the Commandant, who provided us with an escort of four Hussars. Thus we proceeded the following morning to Pancorvo, where, having succeeded in obtaining a breakfast of soup, carabansos, and raisins, to which may be added a loaf of excellent bread, the remainder of which we stowed away carefully in the pocket of our rickety chaise-de-poste, we journeyed on to Santa Maria, on the high Madrid and Burgos road, at which place we struck off at right angles to Onâ, bidding adieu to the straight direction towards the capital, from which spot the former place is about seven leagues.

I have already mentioned Onâ and its magnificent convent in a former paper, when I had occasion to meet the Legion there, since which period seven months had elapsed, and we were this time greeted with the sight of a new parador or inn, which had risen from its foundations since our last visit. The snow had been falling during the whole of our morning's drive, and being both invalids, we were naturally anticipating the pleasures of a night's comfortable repose in this new-built abode for weary travellers, whose outward appearance gave us reason to anticipate abundance within. Our hopes, notwithstanding, were most disagreeably fallacious, for, on being driven into the stable—and I must inform my readers that the lower story of almost all Spanish inns is converted into this necessary accommodation for travellers, who, generally speaking, perform their journeys on the saddle—we found ourselves in a kind of fortified castle, the house being not only barricaded all round, but having also the sides of each room looped for musketry; at the same time a company of infantry and half a troop of cavalry were actually forming the garrison of the inn, not only to afford escort to the numerous convoys passing and repassing from Santander, but also in order to keep a sharp look-out for the curé Merino, who frequently crosses the Ebro in that direction, at the head of a body of avalry, to cut off such valuable prizes.

Although no other consolation offered itself, we had at least the satisfaction of feeling ourselves secure for the night, as, besides the above-named force, the 2nd Regiment of Lancers belonging to the Legion were also passing through the town on their march to Vittoria. Nothing whatever in the way of food was for a length of time to be obtained. One small room, the sides of which were looped towards the country; a window, protected by shutters of considerable thickness, but no glass; one dirty bed, without curtains, in the corner of the room, in which we were both supposed to sleep; a small table and two chairs

—completed the furniture which was placed at our disposal. Of this we should not have complained, as cloaks and straw at all times form a good bed for a soldier, but the want of food to hungry and weary travellers was entirely another case. With liberal offers of payment, and entreaties, aided by the threats of the serjeant in command of the cavalry escort, who espoused our cause, a supper was at length promised, the ingredients of which I shall never forget. A table-cloth that would have disgraced in point of dirt a knife-cloth that had been twenty times used, was first placed on the table. To this, however, we strenuously objected, preferring the natural dirtiness of its unwashed mountain deal. Two tin forks and one wooden spoon then made their appearance, with many apologies from the padrona as to her small supply of comforts, having only recently commenced business in the innkeeping line. At length an unhappy fowl, that on our arrival had been cackling and crowing in all the dignity of unmolested liberty about the stable, smoked upon the board, with numerous odoriferous additions of garlic and capsicums; to which was added a dish of mutilated pork, actually floating in oil (probably deducted from the share of the lamp). Such delicacies even the craving of hunger could not induce us to eat, and consequently a loaf of bread—always good in Spain—with some boiled eggs, at length being obtained, we succeeded in satisfying ourselves, to the astonishment of the lookers-on—often numerous at such houses of entertainment—at our nicety in rejecting the pork and oil.

Supper being ended, we divided in equal proportions the sleeping apparatus; that is to say, the sheets, mattress, and one pillow fell to my lot; my friend, who was the less an invalid, goodnaturedly putting up with a blanket and the remaining coverings; and thus we endeavoured to close our eyes for the night.

With all due deference, however, to an officer of the Legion who has lately given to the public some amusing anecdotes of his adventures in Spain, and whose mistaken idea of true patriotism has induced him occasionally, and, I should conceive, quite unwillingly, to mistake people and objects—as in the first instance he calls in question the valour and integrity of Count Alava, whose known bravery and honour have placed him amongst the friends of the Duke of Wellington, which, putting out of the question all political feeling, would be sufficient guarantee for any officer in the service; to add to which, he looked upon the very vermin as Carlist intruders. But to resume: I cannot pretend to assert whether they were Carlists or Christinos who severely molested us that night, and left us tokens of remembrance even until we reached Palmonete; at all events it was not the party of the curé Merino, who shortly after passed in that direction. At length the morning dawned, and most gladly did we bid adieu to Oña and its detestable posada.

Readers, I conceive most of you have never travelled through a country in which every man you meet, and every tiller of the ground or pruner of the vines, may perchance send a bullet at your head with as little remorse as you would at a mad dog or wild cat. If not, you can scarcely judge the feelings with which we journeyed through that part of the provinces which was then at times, and has since been entirely, the seat of the civil war in Spain. The delight of returning to a home from which you have been long absent, and friends who you full

well know will not only greet you with affection, but endeavour by care to soothe the pangs of shattered health, cannot erase from your mind the distrust with which you meet or pass each human being on the road. Such was the case with us during this day's drive to Soncillo, where we intended again to halt for the night, as at that period, being in the province of Santander, it was considered out of the scene of devastation, although recent events, either from the negligence of the Christinos or the more probable enterprise of the Carlists, have there, as in various other places then comparatively in peace, left the stains of the blood of their countrymen on their hearths.

The high road from Miranda del Ebro to Santander is more or less extremely good; and notwithstanding the boisterous winds and heavy falls of snow, we were enabled to ride quickly, reaching Soncillo by a steep and picturesque pass late on the evening of our departure from Oña. Small and isolated as this village appeared, surrounded by bleak and fir-clad mountains, with which the province of Santander abounds, we nevertheless gladly rejoiced on reaching it. On the production of our passport to the commandant (a small party having then been also quartered in this village for the purpose of escort), the padre's house was instantly put in requisition by the Alcalde for our lodging. A brilliant fire in the kitchen, and much kindness and civility—to which may be added a tolerable supper and an excellent bottle of his Reverence's wine—soon induced us to forget the miserable fare and worse quarters of the night before at Oña.

Our padrone, or curé—who, from his muscular form and commanding figure, had more the appearance of a warrior than a country priest—appeared to be far from annoyed at the production of a billet for ourselves and servant, and was most anxious in his inquiries for news from the more immediate seat of war, from which he declared himself not a little pleased at then being a distance of some leagues, as he listened attentively to our accounts of the recent affairs that had taken place. He proved himself a first-rate hand at forming the cigarillo, producing his tobacco-box and paper, then forming and rolling the cigar with much dexterity—a practice we vainly attempted to imitate, to the increase of his occupation, as we puffed away for some time by the blaze of the pine-wood fire; after which we were shown into a clean and comfortable apartment, where two beds, with white and well-aired linen, rejoiced our admiring eyes—such luxuries having long been strangers to us.

After soundly sleeping until daybreak, we once more prepared to proceed on our journey; and having taken our morning's refresher—as my friend termed it—of chocolate, we bade adieu to our goodnatured host, not, however, until we had paid him doubly for every comfort we had enjoyed—a charge which considerably lowered the Christian opinion I had first formed of his generous character even to his enemies, amongst whom I imagine we were numbered.

On leaving Soncillo the road to Santander almost immediately commences by a very steep ascent over the Sierra de San Vicente for at least two leagues, which occasioned an application to the Alcalde for some additional mules or horses to assist the hardy pair which had already drawn us so long a distance. Neither the one nor the other,

however, being forthcoming, we accepted the offer of a pair of bullocks, which, being harnessed on as leaders, did us most ample service, and at the same time afforded us considerable amusement.

The mountain was thickly covered with snow, in many places so deep as greatly to impede the progress even of our light vehicle. The weather, however, was clear and brilliant, although bitterly cold; and as we were gradually ascending to the summit of this part of the Sierra the view became wild and romantic in the extreme, and as we gazed at the richly-cultivated valleys, scattered here and there with numerous small villages and distant wood-covered mountains, the scene was as pleasing to the eye as the associations which attached it to the cruel and lamentable war of which it was the theatre, were painful to the heart.

Having arrived at the summit, we fed the padrone and relinquished the oxen; after which we gradually began to descend a road, which, although not quite so steep as the ascent, was yet of much longer duration. At last, however, we once more arrived on level ground; and here the face of the landscape was changed indeed. The green, well-cultivated, and delightful appearance of the valley through which we this day passed; the tranquil and happy air of the inhabitants, all of whom seemed occupied; the beautiful villages, and the numerous peaceful abodes, really had the effect of enchantment, after leaving the provinces where all appears devastation, misery, and regret, with thoughts of bloodshed, cruelty, and revenge darkening the countenances alike of the Christino and the Carlist.

This night we reached Murcia, situated on the river Pas, which is crossed by a ferry, and took up our quarters at a small but comfortable inn, to prepare ourselves, by a good night's rest, to enter Santander, which was only four leagues distant, early on the following morning. Day had scarcely dawned when loud and continued rollings of the drum induced me to leave my bed in haste, to discover the cause of so unexpected a reveille, which I found was occasioned by the assembly of about six hundred of the "quinta," or new levy of recruits, who were on their march to Santander, in order to embark for Bilbao and St. Sebastian, to commence their organization.

The squalid appearance of these unhappy young men, called from their homes and families to take part in a murderous war, in which probably too many of their comrades had already fallen, could only add to our feelings of pleasure at the approaching termination of a journey, which would shortly enable us once more to leave a country whose contending convulsions could only call forth our bitter regret.

For the last time we took our seats in our rickety carriage, and started with the "quintas." The road, however, gradually ascending for a considerable distance, induced us to alight, and, with cigars in our mouths, we joined the line of march, and entered freely into conversation with a party of recruits, whose gay and lively songs, and manner of perfect indifference as to their future fate, considerably lightened our regrets at their tattered and wretched apparel and demeanour.

Having arrived within a league of the town, the view from the hill-summit on which we stood was extensive and beautiful; and the sea-breezes, added to the joyful feeling of having so nearly terminated our perilous journey in safety, had a far greater effect on our weakened cor-

stitutions than all the medicines in the world. At length, by an excellent road and gradual descent, we reached the town where nearly a year previous we had arrived from Plymouth, when a general enthusiasm inspired the Christians with a mistaken and misguided feeling, that six short months was to terminate the still desperate struggle in their favour.

No steamer being then in harbour, although one was hourly expected, we had an opportunity of visiting, with Colonel Arbuthnot, who commanded the dépôt of the Legion then formed at Santander, not only the hospitals, that had been placed in a state of considerable comfort under his directions, but also numerous other arrangements on his part to add to the comfort and better accommodation of the troops, both on landing and returning to England; and I must add that the kindness and courtesy of the Colonel's manners, added to his unremitting attention to the necessities of those under his command, did him credit as a man, and made him an honour to his profession.

Three days after our arrival a gallant steamer entered the harbour; the same night she was ordered to take us on board; and notwithstanding a violent gale on crossing the Bay of Biscay, two more found us landed on the happy shores of glorious Old England.

" Lives there a man with soul so dead,
Who never to himself has said,
This is my own, my native land,
Returning from a foreign strand."

If such there be, gentle readers, it was not my case. Gladly did I once more place my foot on the land where freedom, happiness, and plenty abound for those who know how to value such treasures. As for those who do not—let them travel—let them visit foreign climes—be it as a soldier, amidst the perils, dangers, and discomforts—with the few variations of happiness which pleasant companions or the glories of a battle won may inspire—be it as a rich amateur, wanting luxuries he cannot procure, or seeking sights which disappoint his anxious anticipations and hopes of novelty; or whether it be as the invalid who leaves his home to ramble in search of renewed health, equally will he be deceived; and on returning will find, for the first period in his life, what I did—"real joy," such at least as can be found on earth.

I have endeavoured to collect a rough and hasty statement of facts, with very trifling alterations, as I find them noted in my journal at the time of their actual occurrence; avoiding as far as possible the allusion to any circumstances that might call forth party feeling. Whatever has taken place since I left Spain, however greatly it may interest me, I will by no means attempt to describe, although I have been in continual receipt of such information that has kept me "au courant" of the actual state of affairs; and anxious as I am, and ever shall be, for the uninterrupted progress of civilization, and the speedy re-establishment of tranquillity and happiness in the unfortunate country in the miseries of which I was so recently a partaker, I am nevertheless far from allowing the feeling towards the cause to which by policy I was attached, to blind me to the numerous advantages and energies that are to be found in the Christ camp.

• The interesting period and occurrences that offered themselves induced

many on the half-pay, and recently belonging to the British Service, to take advantage of the amendment of the Foreign Enlistment Bill, not only to see active service in that part of the Peninsula that must ever be interesting to a soldier, but also to gain military experience, which was not to be learned in the idleness of a barrack square; and to me, holding the honourable situation of Aide-de-Camp to the Commander-in-Chief of the Auxiliary force, numerous opportunities offered themselves of gaining a knowledge of the historical and political state of a country so famed for deeds of arms since the Moorish invasion, which I endeavoured, as far as time would allow, to glean.

Had the press endeavoured in a measure to soften their political rancour in the statement of occurrences as they actually took place, they would not have forgotten that the so-called armed mob they were abusing (and I shall not attempt to answer for the aristocracy of the Legionites) were contending amidst innumerable and unheard-of difficulties (to say nothing of the infamous want of faith of the Spanish Government) against some of the finest light troops in the world; and even Gomez—the enterprising, the unconquered, and talented Gomez—in his own words states, in the early part of the Legion's career at Hernani, that one regiment of the British Auxiliaries prevented his annihilating the whole of the garrison of St. Sebastian; and they then would at least have felt proud of their own countrymen, when even the most unfortunate or the most wretched of their nation could thus distinguish themselves against soldiers, many of whom had fought side by side with the British Army against the flower of the Napoleon troops.

I should wish now to give a few explanations as to the real state of things, which may enable the public to follow the different accounts that from time to time reach England from the seat of war. In the first place I have observed an account of the re-taking of Valmaseda by the Christinos. The word ought to have been “re-occupying,” as it is a known fact that the Carlists never attempt, under any circumstances, to retain possession of a town whose position is isolated, or without the boundary of that part of the country which may be said actually to belong to them, their object being alone to ransack it; and having obtained every article of provision, arms, money, and clothing, they immediately retire, as was the case at Valmaseda, and would have been had they taken Bilbao at the period I was in Spain.

They are far too well informed of their own powers and resources to trust themselves in any sort of trap, which the holding of any town as a garrison or place of defence for any time would prove to them. The mountainous nature of their country, their personal activity, and individual bodily hardihood and independent habits of fighting, must be the means of enabling them to hold out for a length of time against a far superior force, whereas their being shut up in towns would at once prove their downfall.

As they are at present situated, it becomes a matter of extreme difficulty for any disciplined troops to bring them to close action, excepting under circumstances of very great disadvantage to the Christinos, as has generally proved to have been the case; and naturally their disinclination to come to close combat arises not from want of bravery or determination, but from an accurate estimate of their own strong points.

as contrasted with those of the enemy. Their resources in the way of food, &c., is another point, relative to which I should wish to make a few remarks.

In the first place, every man, woman, and child in the Basque provinces and Navarre is favourable to their cause; for, as I have previously stated, I believe Don Carlos is, or at least at first was, a mere cloak to their operations, although they latterly have become comparatively more interested in his individual success, from the means he has been able to procure to advance their wishes—consequently every house is a home, every hand is open and ready to give. The natural produce of the country, particularly in the provinces and Navarre, is very great, both in wine, grain, cattle, and indeed in all necessities of existence; to say nothing of abundance of hard dollars, which the economical have hoarded for years, a practice greatly adopted in Spain. So universal is the want of faith, that the wealthy farmer will hoard in canvas bags rather than trust even the treasury with his gains.

Many of the most considerable landholders, either from liberal politics or a wish to escape from the horrors and brutalities of the war, have retired to France or to Madrid; and can it be supposed under these circumstances their rents are paid? No; the produce of the rich land becomes that of the occupier; and hands are found both to till the ground and carry the firelock, to cull the grapes and reap the corn; all of which supply the wants of the Carlist Army.

At times they are no doubt in great distress, both for food and clothing; nevertheless, generally speaking—and I have had frequent opportunities of seeing them—they are well-dressed, healthy, and robust in their appearance. There was a time, in the heat of enthusiasm and feeling for the brave Zumalacarregui, that these hardy mountaineers—if time had not been wasted at the unsuccessful attack on Bilbao—might have been induced to march, and I think with every possibility of success, on the capital.

With the death of this enterprising General much of their ardour expired; although from recent events it appears greatly to have recovered; and it is my belief that thousands of lives must still be lost before so cruel a war is terminated. Madrid is not their object, whatever it may be of their leaders. The men have a known aversion even to quit their own provinces; and the Navarrese who will distinguish himself in the battle field in Navarre will not do the same on the south of the Ebro, although they may be urged on by revenge—for many a hearth is now desolate that was once happy and peaceable—and in some measure goaded by the priests and superstition: they are, nevertheless, fighting for their own independence and the rights to which they have been born, and become associated, and not solely for Don Carlos or despotism. Whether it be Carlos or Christina who sits on the throne of Spain, I firmly believe that to nine out of the ten of them it is indifferent. They considered themselves wronged by the too hasty measures of those who ought to have matured their plans before they attempted to force them on a fine and high-minded race, who for centuries had lived happily, although unaccustomed to the enlightenment of the present days of glorious civilization—they have now too far compromised themselves, and be assured they will fight to the last. Were the mass of the Carlist

Army destroyed, a thousand parties would still infest the country ; and having become restless and savage from their recent mode of life, would pass the remainder of it in murder and rapine.

A French army, marching over the Pyrenees to occupy the Bastan and the northern barrier of the provinces, in conjunction with a British Navy on the coast, would, I feel assured, induce the Carlists to lay down their arms, and retire to their several occupations ; and for a time it would be the means of smothering the flame which would burst out more vigorously when occasion permitted. A military occupation—if for sufficient time to allow the minds of the people to settle into a calm indifference, and wish for peace, their leaders being no longer amongst them to urge them to destruction—would be the most probable means of success. Yet the standing Army of Spain at the present moment is not of sufficient strength to undertake such an operation. It is not fifty nor one hundred thousand men who could put down the Carlists, far less occupy the provinces ; and the far-famed intention of Mendizabal to augment them to the above number appears to have failed.

Napoleon, with one of the most splendid armies in Europe, was unable to annihilate the comparative small body of guerrillas that infested the mountains, under Mina ; many of whom are at this moment serving in the ranks of the Carlists. It was therefore scarcely to be expected of Cordova, who undoubtedly had numberless difficulties to contend with, and was fighting against his countrymen.

Of the Legion it has often been said, and by many believed, that their strength was originally ten thousand men. This was totally incorrect, as they never on any occasion mustered two-thirds of that number ; nor could they, during the time that I was with them, at any time bring six thousand efficient men into the field. On my quitting Spain, sickness and every sort of privation and disease had considerably reduced them, and totally crushed that enthusiasm and anxiety which existed amongst them on their arrival in Spain to serve the Government for whom they had taken up arms.

Never were men brought together as they were, and under such circumstances—from their mechanical, agricultural, and pick-pocketing pursuits—so ready to become soldiers, or amongst whom, as, from the manner of their levy, much cause of drunkenness and misconduct might have been expected, was there comparatively so little during their occupation of Bilbao : the progress in discipline and drill made by every regiment was equally creditable and manifest. Almost every one of them was commanded by officers on the half-pay list of the British Army,* many of whom had sacrificed their full-pay for the sole purpose of seeing active service, and with the hope of gaining a practical insight into their profession, a knowledge of the language, and a sight of that part of the Peninsula teeming with the glorious reminiscences of the British arms.

The whole of the staff were composed of officers on the half-pay, or recently belonging to the Army ; but the greater number of the junior officers were unfortunately totally unacquainted with military discipline, or even any theoretical knowledge of their duty. Thus an additional task of instruction fell upon the shoulders of the Commanding-Officers

* This I believe not to be the case at present.

and Adjutants. Even under these difficulties the Legion in a very short period appeared to have encountered all obstacles, and were quickly advancing to an efficient and serviceable state; and had they at that period been left to garrison Bilbao, Saint Sebastian, and the towns on the coast, allowing the Spanish troops for the time to take the field, recent events have given every reason to suppose that neither Plentia nor Valmaseda, with numerous prisoners, would have fallen into the hands of the Carlists.

The dreadful and unfortunate state of sickness that since prevailed amongst the troops would probably never have existed; and instead of the polluted and unhealthy atmosphere of Vittoria, whose narrow, dirty, and confined streets could not have added a little to the general wreck of constitutions, fresh sea-breezes would have been enjoyed, with every possibility of procuring supplies from France in case of need; or had General Evans been allowed to have acted independently in the rear of the Carlist Army, by moving in the direction of the valley of the Bathan, or by opening a line of communication by Irun to the French frontier, which throughout the war has been cut off by the Carlists, I am well assured the result would have been infinitely more effective than the hurried and ill-advised movement to Vittoria—thus allowing troops scarcely formed, and little acquainted with the use of their fire-arms, to contend with the fatigues of a long and arduous mountain-march, which left them, with diminished spirits and resources, to commence operations against an active, vigilant, and well-provided desultory force.

Those well acquainted with the British soldier—and it would be ridiculous to assert that many of the men who were recruited for the Legion were not of the same cast as those frequently accepted for British regiments—well know he must be treated with justice, well fed at all times, have his due; then, whatever duty he has to perform, however dangerous, however severe, he may be depended on; but treat him with injustice, rob him of what he knows to be his right,—he becomes the most unruly and disorderly of characters. Such was the case with the men of the Legion, although in a worse degree, as many of the privates were of the very lowest orders; want of pay, want of good and wholesome food—want, in fact, of every sort of necessary which in justice ought to have been theirs, in some degree created a demoralized spirit, and an entire loss of that enthusiasm which at first so truly existed. Nevertheless, to do them but justice, whenever they have been called upon—whenever they have been brought before the enemy, they have behaved as Englishmen; and had they been allowed to advance as they would have wished, and been properly supported—in which case General Evans would ever have been ready to have led them—they would, I feel assured, have done good service to those by whom they have been so ungenerously treated.

The idea that the moral effect of five thousand red-coats appearing on the field of battle would quell the ardour of men fighting under such circumstances and such advantages as the Carlists, could never have been supposed; and a moment's thought would have sufficed to have convinced Cordova that the Carlists were as well informed as he could be as to the recent formation, and the nature of the troops with whom they had to contend. To add to which, the great strength of a British force

consists in the physical bravery of the men, who are ever ready to close with the foe, or defend a given spot to the last man. They are unaccustomed to mountain-fighting, and equally incapable of following the quick and murderous practice of bush-fighting, so ably resorted to by Spanish tirailleurs. To add to which, it could not be conceived that a body of recruits, badly officered, and surrounded by innumerable difficulties, unknown and unheard of in the late wars, could be a match in this system of desultory warfare, to which the Carlists were so well accustomed, and which the knowledge of every yard of the country over which they fought allowed them to carry on with success.

Even under such circumstances as the above, the Legion saved St. Sebastian, the falling of which, by placing in the hands of the Carlists one of the strongest fortresses in the world, would have greatly discomfited the public mind at Madrid, to say nothing of the very ill effects such an event would have caused throughout the country, and the immense resources it would have placed in their hands. Two companies of the Auxiliaries also supported and protected the rear of the flying Spanish Army after the action of Arrigorriaga, and prevented the Carlists from entering Bilbao, besides many other services. Let their necessities be cared for, and their ardour is not diminished; they are still (although much reduced in numbers) ready to meet the foe; and whenever they do they will be victorious. It is, however, neither fifty nor a hundred thousand men, with perfect knowledge of the country, well paid and well disciplined, who can put down the Carlists as they now exist, unless they are commanded by men whose integrity and true patriotism can overbalance their unbounded ostentation and want of energy.

THE GENIUS OF THE DUKE OF WELLINGTON'S DESPATCHES.

"He all their ammunition
And feats of war defeats,
With plain heroic magnitude of mind,
And celestial vigour armed."—*Samson Agonistes*.

THEY know thee now, Great Spirit!—who peruse
These pages—boast of no historic muse,
With pre-engaged regard for many a theme,
Whereon dispassion'd truth sheds ampler beam;
But bearing, as thro' tides of time they roll,
Freed from all gloss, the impress of thy soul.
We trace thy march, from earliest of thy toils,
To hours when crown'd thou turn'st, o'ercharged with spoils,
And gather from thy springs of arduous thought,
How martial fortune to such height was wrought.

Lo! crude design, and purpose unresolved,
And measure of dread import, oft revolved:
The germs of enterprise fresh-rear'd to view,
That in their growth Earth's haughtiest vaunt o'erthrew:

These, as the mandates wherewith fates were sealed
 In hours of conflict, stand abroad revealed,
 And to the general gaze through time attest
 How based the props whereon vex'd empires rest;
 Of what rare elements, for strength combined,
 Is form'd the fabric of a ruling mind;
 Through what essays high triumphs are achieved,
 And shatter'd fortunes of a world retrieved. •

Yet more:—the constancy that coped with toil,
 And from War's lustiest champions wrung the spoil;
 The daring that assailed, the skill that sped,
 Wrought not alone, to gird with wreaths thy head,—
 But energies, from spotless faith supplied,
 And rectitude of aim—thy valour's guide—
 Thy stern abandonment of self, in straits
 Where nations reeled—on thee reposed their fates:
 With temper of endurance unsubdued,
 Holding the course by colleagues ill-pursued;
 Passing in lonely grandeur thro' the rack
 Whence breasts of stoutest nerve shrank shuddering back;
 And kindlier workings of exalted hearts,
 Prompt to relieve—self-scourged when Merit smarts:
 These were the potent spirits, that avail'd
 To speed thee, and thy bosom trebly mailed:
 The ardours thence through many a page that beam
 E'en bright as Victory's own in Worth's esteem.

Here, too, reluctant Arrogance shall read,
 By what ascents is earn'd the Chieftain's meed;
 Thro' what advances reach'd the prize in war,
 And Fortune won to speed the victor's car.
 No starts of genius—fond Enthusiast's dream!
 No pacts with hazard—foul Detraction's theme!
 But multifarious lore, whereby sustain'd
 Are hosts in camps, as fields in onset gained:
 Tho' purpose single, infinite resource,
 To sway, 'mid tempest, of events the course:
 And diligence unsparing, vigour borne
 To higher pitch, as fortune's more forlorn:
 And glance prophetic, gift of no strange power,
 But of experience manifold the dower:
 And toil-track'd vigils, and laborious days,
 Pile up this deathless monument of praise!

And elements are these, that rear the tower
 Before whose strength Detraction's brood shall cower:
 And from whose summit, glorious as a sun,
 Ascends the fame—the worth—of WELLINGTON!

THE DRUMSTICK CLUB ; OR, SKETCHES OF NAVAL LIFE.

No. V.

I WAS early this afternoon at the club, for the break in Jolly's narrative had been at a moment that was calculated to excite a strong desire to ascertain the results; but notwithstanding I was so early, nearly the whole of the members had arrived before me, though our friend Jolly was not amongst the number; and as there was a heavy gale of wind with pouring rain, apprehensions were very naturally entertained that we should be disappointed of his company, especially when the distance he had to come was taken into consideration. Nevertheless the "devils" were amply discussed and duly qualified with brandy; the port and madeira were then arranged in order; and Starnboard with his cotemporaries (as the newspapers have it) seated in their usual places.

"I fear the Marine will not turn out in such a breeze as this," exclaimed the Admiral.

"He'll be *blowed* if he does," said Hatchitt, laughing, "and therefore we shall not have the *wind-up* of his story to-day."

"Bad, bad—insufferably bad," ejaculated the Admiral. "I think you steal your puns from Mungo."

"Neber, Saar," replied Lilly—"me neber hab *pun*, dough me offen get *punish*."

"D—n the fellow!" apostrophised the Admiral; "he has been *bit* too."

"Not a *bit* of it, Admiral," laughed Handsail—"he is wholly unconscious of having perpetrated a *black joke*."

"Pshaw!" uttered the Admiral contemptuously—"this is miserable work. Do, gentlemen, for the honour of the Service, discontinue such absurdities.—Brandy, Starnboard." ("Brandy," repeated the veteran, placing the cognac by the side of his master.) "I wish I could hear the entrance of Jolly, if it is only to stop your ridiculous folly."

"That's a rhyme, Admiral," chuckled Bobstay—"I never knew you was a poet before."

"Nor am I, Sir," returned old Davillesnaut, shuddering at the thought. "I like poetry no better than punning. Give me reason, Sir, and not rhyme."

"But rhyme may be good in reason, Admiral, and reason good in rhyme," argued Handsail; "for instance, an impromptu:—

"You love a devill'd drumstick—so do I—
And good madeira, when the throat gets dry;
For when the former has the thirst provoked
We drink the latter that we may'n't get choked."

"Nonsense, nonsense," exclaimed the Admiral, screwing his grim visage into a smile. "I wish you had something better to talk about." The door opened. "I have my wish—here is our messmate Jolly."

Mr. Jolly entered, followed by the corporal and Buffstick, and having stripped off his outer suit of sails, he swallowed a brimmer of hot brandy and water, took a *snack* (about a pound and a half of rich juicy rump-steaks, pickled walnuts and catsup, with bread to match), and then prepared to renew his history. Silence the most profound reigned in the apartment; the glasses were filled, the fire stirred, and we had the continuation of the

AUTOBIOGRAPHY OF BERTRAM JOLLY, ESQ. R.M.

"My last," said he, "left me in the house of a European lady, and I gave a brief description of the apartment, with its inanimate contents, into which the serjeant and myself had been ushered; but there was an individual there whose beauty would have claimed a prior right to introduction, had I not deemed it best to sketch the scenery before ushering the *dramatis personæ* upon the stage. The lady who acted as my conductress appeared to be between forty and fifty years of age; her features were noble and prepossessing; they had once been regular and beautiful, but age, climate, and sorrow had wrought their baneful effects upon the constitution, and the countenance indexed the changes that had taken place. Her look was at first wild and agitated; but when she turned her gaze upon me it softened down into an expression of maternal tenderness as she uttered, 'Poor youth!—so young, and to be engaged in deadly turmoil—some mother's heart is aching for thee.' I felt the tears starting to my eyes; but the serjeant, who had followed close upon my steps, timely saved me from such weakness, by uttering his eternal, 'If his life is spared, madam, there is no fear of his doing well.'

"At this moment a young female advanced from an inner apartment, and never before had my eyes beheld anything so exquisitely lovely. Her age appeared to be about seventeen; her figure perfect in every part, and pleasingly set off by a simple white muslin under-dress, that was peculiarly adapted to show the shape to advantage, over which was a loose jacket of the same fine material—her face was faultless—and the large full melting blue eye, beaming with affection and benevolence, made instantaneous passage to the heart. There was a strong likeness to the elder female; but neither age, nor climate, nor sorrow, had commenced their ravages on that heavenly face. She was one to win the soul's best, dearest worship—a gem which, if placed upon the breast, the owner would wish to wear it there for ever. The two were mother and daughter, the wife and child of Major Herbert, and the younger lady the object of poor Phoebe's jealousy. 'I am strangely situated,' said Mrs. Herbert; 'my negroes have refused obedience—the Major is with the militia—and I really am apprehensive of danger. Young gentleman, may I claim the protection which yourself and the serjeant can afford?'

" 'I fear, madam,' returned I, bowing respectfully, 'that any aid I can give will be but very feeble; but my best wishes and best efforts shall be used; and I am certain that, though I have seen but little of his Excellency the Governor, he will rather commend than censure my remaining here. However, I will not deceive you as to my qualifications as a defender. I only arrived at the colony to-day, in the Alert sloop-of-war, and therefore am but little skilled in campaigning.' I turned round to address the serjeant, who had dropped into my rear, and detected him swallowing a bumper of cognac, which a female slave had brought him. 'The serjeant,' continued I, 'must be governed by his own judgment, as he has only acted in the capacity of my guide to one of the outposts, where I was directed to take orders.'

" 'Much as I abominate spirituous liquors, Sir,' said the serjeant, 'yet, as I told you before, Sir, I am sometimes obligated to take them medically'—and at this instant a little round black face was poked from underneath the hangings of one of the couches, and the mouth uttered,

'D—n you, wharra for tell lie?' to the great chagrin of the non-commissioned officer.

'“Hush, Peter,” gently murmured the sweet lips of Miss Herbert; ‘if you make a noise you must be whipped. Poor fellow, he has been corrected for telling falsehoods, and he is repeating the words that accompanied the punishment.’

“‘There’s no offence, young lady—none in the world,’ exclaimed the mortified serjeant; and then turning to the negro child, who still continued peeping from under the sofa, he added, ‘Come out, my cherub, and let’s see you—don’t be afraid.’

“‘D—n you,’ ejaculated the head, and instantly disappeared under the couch, when, to my great astonishment, either the same head, or its exact counterpart, repeated the anathema, as it looked from under a settee on the opposite side of the room, and was instantly out of sight. ‘Minna,’ said Mrs. Herbert, addressing the female slave, ‘tell Aunt Sarah to put the picaninnies to bed.’ The woman withdrew silently to execute the command, or to neglect it, as best suited her own convenience.

“‘You have heard what Mrs. Herbert says, serjeant,’ uttered I—‘her slaves are disorderly—you are better acquainted with the negro character than myself—will you go with me and try to bring them to reason?’

“‘I fear it will be useless, young gentleman,’ said Mrs. Herbert, ‘and much as I feel grateful for the offer, yet I cannot consent that you should run any risk. Have the coast slaves entered the town?’

“‘No, madam,’ returned I; and then I briefly related the occurrences of the evening, divesting the narrative as much as possible of its horrors.

“‘My mind is greatly relieved,’ said the lady; ‘but still I fear the servants mean mischief. Unfortunately the Major has been very severe, indeed, too severe—yet I have always been kind—’

“‘And I am sure, mamma, I never injured one of them,’ added the lovely girl; ‘they cannot intend any harm to us—or if they do, I’m certain these gentlemen will defend us.’

“‘At the peril of my existence, young lady,’ exclaimed I, passionately, whilst the serjeant chimed in, ‘And I, miss, as long as my life’s spared. But we will see these gentry.’ He was preparing to move off, when the rattling report of fire-arms came briskly on the ear, which the sentries immediately took up in a continued crack—crack—for several minutes. ‘Another alarm!’ whispered the serjeant, ‘and from the opposite quarter to which it was before. What can this mean?’ and he walked on the balcony in front.

“Aunt Sarah entered the room, and a more horrible semblance of humanity never met my sight. She called to Peter, Jack, and Daniel, and three little black urchins, the eldest not more than four years old, crept from different hiding places. They were in a state of nudity—as naked as they came into the world—and running up to Aunt Sarah, demanded sugar, which was given to them; and having kissed the hands of Mrs. Herbert and her daughter, and given the serjeant another d—n, they capered off; but one of them, almost immediately after, came running back, and catching hold of Mrs. Herbert by the gown, with childish glee exclaimed, ‘Come he maamma, see de bonfire.’ A blaze of light shot up from the back part of the premises, and the ladies screamed out, ‘Great God! the place is in flames,’ and fainted.

“The serjeant darted from his reconnoitring position, and shouting,

'Follow me, Sir,' ran down the stairs to the conflagration. I was close upon his heels, and without a moment's hesitation he rushed amongst about a dozen negroes, who had assembled in the yard—some with fire-brands in their hands, applying them to the buildings, and the rest with muskets, pistols, cutlasses, or whatever weapon they could procure. The heavy sword of the serjeant crashed deep into the skull of one incendiary, who had just applied the flame to the matted roof of the stable, and recovering his guard, in a moment he swept round, and down it descended on a second. Mine was a small sword, and I was but indifferently skilled in its use. A cutlass I snatched from a negro supplied its place; and the first person opposed to me was a ferocious Hercules'-limbed fellow, that made me appear like David before Goliath. I cut at him, and the blow took good effect upon his breast; but instantly recovering, he raised his musket by the muzzle, and I own I expected annihilation, as I stood feebly on the guard. He drew back a few feet, poised the weapon, and made a spring; but little black Peter just at the moment, with a strength almost incredible for one so young, thrust a stick forward between the giant's legs, and down he came full length upon his face, the butt of the musket whistling within a few inches of my shoulder. To complete his overthrow by a blow from my cutlass, with all the power I could muster, was but the work of a moment, and he lay insensible on the ground.

"The negroes at the house were alarmed at the determined manner of the assault, which induced them to suppose we had assistance advancing to support us, and they ran to hide themselves, but when they saw we remained unaided, they returned to the work of destruction; and several shots were fired from their huts, one of which struck the serjeant, who, catching me by the arm, retreated within the house, and up the stairs to the brandy bottle, on which he made as bold an attack as he had done upon the slaves. In a few minutes we were followed by the negroes; and one of them approached the couch where Miss Herbert had fallen, evidently with an evil intention. The serjeant heeded not the party that cautiously advanced towards him; for his sword was reeking with the blood, and his white trowsers were fast changing colour—but kept his eye upon the fellow who had destined the lovely girl for his prey. A favourable opportunity offered, and away flew the brandy bottle with a well-directed aim at the negro's head, who was not the first by many thousands to bend down beneath the potency of ardent spirits. A wild yell from the slaves proclaimed the maddened feelings which urged them on; but still fearful of the serjeant's prowess, they did not dare come within his reach, when unhappily a pistol-shot was fired which stretched him on the floor, exclaiming, 'I'll pay you back for that yet, if my life's spared.'

"The fall of the serjeant promised them an easy conquest over me; and I was half disposed to run out upon the balcony and jump over, but a sense of cowardice in the action prevented me. I had, however, shifted my position, and stood by the couch on which Miss Herbert lay, determined to defend her whilst life remained. The negroes had thrown themselves on the prostrate serjeant to secure or dispatch him, when suddenly a party of seamen, with an officer at their head, charged in at the door, and the next instant the slaves leaped from the balcony and the windows, but only to fall into the hands of the jolly tars who were stationed below.

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“ ‘ You have had some smart work, Sir,’ said the midshipman (who I immediately recognised as Charles Gordon), approaching me, and looking steadfastly in my face,—‘ Eh, how’s this—what, turned sodger already?’ ”

“ The female slaves, with Aunt Sarah taking the lead, promptly tendered assistance to the ladies, and raising Miss Herbert in my arms, I had the satisfaction to see her recover; but, agitated as I was, I could not refrain from smiling at Peter, Jack, and Daniel, who, taking advantage of the confusion, re-entered the room, and having purloined every eatable they could lay their hands on, once more resumed their hiding-places beneath the couches. Poor Peterson was severely wounded, so much so that he was thought to be dead; but an Irish sailor putting the question to him, he feebly answered, ‘ *Tanterum quod*—I hope my life will yet be spared.’ ”

“ The ladies were restored to consciousness; and being apprised of their safety, expressed their gratitude in the warmest terms. But the spectacle before them was sufficient to appal the minds of delicate females. The serjeant lay bleeding profusely from his wounds at one part of the room—the negro whom he had felled by the blow with the bottle was extended in another part, and a pool of dark thick blood was spreading itself round his head; the glasses from the sideboard had been smashed in the affray; and crimson stains upon the floor showed that the negroes must have been severely hurt. Thinking that the night air would be refreshing to Mrs. Herbert and her daughter, and desirous of withdrawing them from the scene, I proposed that they should walk out upon the balcony.’ This they readily complied with, as much to thank their gallant deliverers as for the purposes I have mentioned.

“ The flames from the negro houses and out-buildings shed a bright and vivid light upon all surrounding objects. Some of the scamen were moving about, busily engaged in endeavours to extinguish the fire—others were securing the prisoners—whilst a third party, amongst which were several officers of the police, had executed summary vengeance on those who appeared to be dangerously wounded; and almost the first thing that met our sight, on entering the balcony, was the body of a negro, in the last convulsive agony, suspended from the arm of a tree—his face, distorted by progressing strangulation, was uncovered—the blood from a deep cut in the head was streaming down the cheeks—the eye-balls protruded, and seemed starting from their sockets—the legs were untied, and drawn up in the closing anguish of the death-throes, and every limb was quivering. They were preparing to do the same office upon a second, but the shrieks of the ladies prevented its proceeding; and at my request, backed by the command of Charles Gordon, the execution was stayed.

“ One thing had struck me as peculiarly strange—that the negroes at Major Herbert’s should make so desperate an attempt without the prospect of support; but on looking around, and observing numerous fires kindled in almost every part of the town, I became convinced that a simultaneous rising of the slaves had taken place, under the expectation that the discharges of musketry were by their friends making an attack, for it came from the direction by which it was supposed they would enter. And indeed this was precisely the case. The domestic negroes had made beacons of their houses, and then rushed into the streets, and

in tumultuous disorder tried to form a junction with the supposed advancing column: numbers of lives were sacrificed—many were hung upon the trees; some got clear off, but met with no friends to join themselves to, and after wandering in danger and distress for two or three days, returned quietly to their homes. The alarm was false—no enemy was at hand; but the destruction caused by the fires was immense, as in several instances they communicated with the stores, and both buildings and stock were burnt to the ground; whilst the loss of property in negroes was equally great—government only paying for those who suffered by the sentence of the law. The disturbance was quelled in about three hours; but had the coast slaves really been at hand, and ready to co-operate with those of the town, such was the consternation occasioned by the fires, that it would have been a most difficult task to have defended the place.

“The serjeant was not in a fit condition to be removed; Mrs. Herbert therefore had him conveyed to a comfortable apartment, where I left him; and having taken a glass of wine, and my leave of the ladies, I accompanied Charles Gordon’s party, under the guidance of one of the police, to the government-house.

“Never was poor wearied creature more delighted to find rest than I, when stretched in a comfortable bed in a neat apartment; the mosquito-curtains carefully closed around me by Sam, a young negro, who had received especial directions from Sir Edward’s butler to undertake the management of my affairs—that is, to receive my orders and follow his own will; to wear the clothes given him to take care of; to see that every body acted honestly by me, so that he should be the better able to cheat me himself.

“I had certainly enjoyed as pretty an introduction into public life as the most active mind could desire. I had been only a few hours in the colony, and yet many a person’s life might be spared (as the serjeant would say) through a long series of years, and not meet with such strange adventures. I slept heavily; but my repose was disturbed by dreams of the most horrible description: condemned criminals were dancing on the gallows like the harlequin of children when pulled by a string—headless trunks and blood-besmeared heads were rolling over me—I felt the claws of thousands of land-crabs nipping and piercing my flesh. Suddenly there was a yelling noise in my ears, like the screeching of owls: I awoke, and found my eyelids prodigiously swelled and smarting with pain, great itching and irritation on various parts of my skin, and the bugle-drone of several guats sounding round my face. In my disquietude I had displaced the mosquito-curtains, and I was beset by a legion of imps, all madly eager to banquet on rich English blood. It was not yet daylight; I was wholly unacquainted with the geography of the house; but to lay still and be secretly consumed was worse than standing in fair fight against an open foe: I jumped out of bed, and went to the window; but the rascals had tasted my ‘claret,’ and were not to be so easily deprived of the treat—nay, it seemed as if they had invoked every mosquito in the colony, for the noise they made resembled the continued blast of a distant trumpet. It was no use my moving about—it was equally useless my standing still; they seemed determined to drain me of the current of life, and leave my carcase as dry as a chip. Some one was snoring outside the door; I called out, but they

still snored on, regardless of mosquitoes. I shouted 'Sam!' but no Sam answered or appeared. I opened the door, and stumbled over the sleeper, who roared out, 'Fire! Murder! Hangmans! Thieves!' and was instantly joined by a chorus of half-a-dozen more voices bawling and shrieking. All was pitchy dark; but I could make out by the noise that the negroes were rolling and tumbling over each other, and dealing out a profusion of blows promiscuously, with all the pugnacity of Irishmen at a fair. At length there was the glimmering of an approaching light, and not willing to be considered as the author of all the disturbance, I slipped back quietly into my room, and at a convenient opportunity re-opened the door. There were the frightened blacks in the lobby; some on their hands and knees, others squatting on their hams, and looking most ruefully; but none could give any account as to the origin of the affray. Fortunately for me Sam was of the number, and calling him by name, he soon put my bed in proper trim, ejected the mosquitoes, and, excepting the irritation of the bites already received, I slept pretty soundly till daylight, when Sam awoke me, as he said, to bathe. Throwing a loose flannel dress around me, I descended, under his guidance, to the bathing-room, and felt greatly refreshed by a shower bath. On returning to my room a basin of warm coffee, excellently made, was brought to me, which I drank whilst dressing.

"Do you know the cause of the alarm last night?" inquired I of Sam, as he very handily arranged my clothes.

"Larm, Saar," returned he—"why dem niggers tink he Jumbee sal hab 'em, and when dey grab one anoder dey tink for fight Jumbee."

"Oh, that was in the lobby—but I mean the alarm when the guns fired," explained I, "when the fires blazed up and the troops turned out."

"Ha, dat good joke, Saar!" ejaculated Sam, showing his white teeth, as he grinned with mirth—"dat bery good joke, Saar."

"Joke, Sam," said I in a tone of reproach—"it was a very dreadful joke in its application to see so many fellow-creatures killed."

"Oh, dey only nigger, Saar," returned Sam carelessly, and to my surprise; but there was a certain expression in his manner that told a different tale.

"But what was this joke that you seem to think so good?" inquired I, assuming a solemn deportment and voice.

"Well, Massa, you heeree me peak den," replied Sam more seriously, but still with a comic countenance—"me tell you ting or two, and Massa larn someting from poof nigger, spouse him please. De Gubernor say, "Sam, you take care for your massa—tell him ebery someit for make him sabby de colloly, and mind 'em no go for play wi' nigger girl—heeree?" and den me say, "Ees, Massa Gubernor, me do all for destruct 'em in my power," and so, Saar, you please you be collar for me."

"I knew the fellow lied; but he uttered it with such matchless impudence, that I could not for the life of me contradict him. 'Agreed, Sam,' said I; 'you shall instruct me in all colonial matters, and I will be your scholar; but now for your joke.'

"Well, Massa," returned he, evidently much gratified by my seeming condescension and humility, 'de malicious be what 'em call posted on de canal baank—'

"The malicious, Sam?" said I inquiringly—"who do you mean by

the malicious?—the rebels? I did not think they had been so near the town: the alarm, then, was not a false one.'

" 'Tan, Massa, tan,' remonstrated the black, laying down the coat he had just taken up, and placing himself before me—' me no mean de rebel nigger, but de malicious for de cololly—de buckra sodger.'

" 'O, ay—now I undestand,' uttered I—' the colonial militia.'

" 'Yes, Saar, dat right,' assented Sam, perfectly self-satisfied—' de malicious for de cololly. Well, Saar, dey take de place along de canal baank—some near de bridge, and some near to Misser Bentley boiling-house.'

" 'Boiling-house, Sam—what's a boiling-house?' inquired I, as he handed me my scarlet jacket.

" 'Massa neber sabby wha he call boiling-house?' said the negro, somewhat contemptuously; 'why he Massa Bentley boiling-house where he boil de cane-juice for make de suger and de sopey.'

" 'Very good, Sain, now I comprehend,' rejoined I, with as much complacency as possible. 'You know I am but young in the West Indies, and you must make allowance for my inexperience.'

" 'Well, Saar,' continued he, 'dey all down a top o' de canal baank, and when a dark come dey post 'em centipee.'

" 'There I'm at fault again,' said I, breaking in upon his narrative—'What do you mean, Sam, by posting a centipede?'

" 'Ky, Massa, you too quizative for we,' remonstrated the negro somewhat peevishly—'post a centipee mean put a sodger wid he musket for guard.'

" 'Oh! a sentry, you intended to say,' rejoined I, as I caught at his explanation, 'or, as it is also termed, a sentinel.'

" 'Spose Massa please,' assented Sam, a little humbled by his bad English. 'Well, Saar, dey take a Misser Chitwig and post him for centipee —'

" 'Sentry, Sam, sentry,' exclaimed I, once more stopping his statement, as I was really amused by his manner and the drollery of his attitudes when arrested in the progress of his discourse.

" 'Chough wharra for you interromp de tory, Saar,' said he angrily, and throwing himself into a tragic position—'centipee or toder ting all self same in he end.'

" 'Don't be cross, Sam,' remonstrated I soothingly. 'You know you are appointed to instruct me, and by way of set-off I shall consider it a duty to do my best to teach you.'

" 'Many tankee, Saar,' replied the poor fellow, softened into gratitude: 'you good massa for we—only tan littlee bit you please, and let a me peak.—Well, Saar, Misser Chitwig' (this man's name I afterwards found to be Chadwick) 'be centipee ober de toder side ob de canal on de baank, and Misser Bumstir' (Bannister) 'tan centipee ober toder side ob de bridge foot, and dey walk for meet one anoder, and den dey turn 'em right about for baack-side behind, and go away again. Well, dey walk and dey walk in darra way for some time, till Misser Chitwig peakee Misser Bumster, "Ky, you neber not hear de nqise down by de dam brink?" and den dey top for hearee, and den de noise come along de dam, and den he quiet again. "Who go dere?" cry a Misser Bumstir, and neber nobody peak—"Who go dere?" cry a Misser Chitwig, and all a time again nobody neber peak. "Yer hab no tongue

for tella we," say Misser Bumstir, "but spose you no peak we fire for true;" and den de noise look like groan and plash in a wharrar make 'em tink he try for go away. But no, de noise come along de dam bottom, and Misser Chitwig point him gun, and cry, "Peak, or fire for we!" and de gun go bang, and de noise creech out like fun, and down he go plash in a wharrar, and "You pop him darra time," cry Misser Bumstir. Well, Saar, de gun bang wake de oder centipee all along de line, and de malicious jump a top o' dem legs, and tan upon 'em arms, and all de sodgers from a barrack and de man-o'-war buckra turn out for tink de niggers come; and de niggers in de town—d—n black rascal—burn de house for 'em massa, and run to de bush. Massa see some ob 'em—No?' added he, inquiringly.

"'Yes, Sam, I did see some of them,' answered I, shuddering as I called to mind the occurrences of the preceding night, and thought upon the perils to which that lovely being, Miss Herbert, was exposed. Why is it that beauty makes so powerful an impression on the human heart? 'I did see some of them, Sam; and a melancholy sight it was. But go on, boy; what was it caused the uproar?'"

"'Wharra you tink, Saar?' rejoined Sam, by putting another question, archly. 'Why, Saar, when dey go wid de light to Missa Bumstir and Missa Chitwig, dey find—ky, Massa,' added he, mysteriously, 'wharra you tink dey find in de canal? Nigger—eh?'"

"'It would be impossible for me to tell, Sam,' answered I, carelessly, though I felt greatly interested in the denouement, imagining some horrible catastrophe; 'I cannot even conjecture; perhaps it was some spy from the revoltors, or perhaps a slave trying to double upon them and escape.'

"'Double him Cape!—no Massa,' said the negro, mournfully, and shaking his head in a solemn manner,—'no, Massa, you wrong dat time.'

"'Well, what was it, Sam?' urged I, impatiently, as my curiosity burst the bounds of control; 'why the devil can't you tell me at once; something ghastly, no doubt, from what I myself witnessed.'

"'Gashly, Massa!—gashly, indeed,' continued Sam, in the same melancholy tone; 'when dey bring de light, and'—he paused as if shaken by some terrific vision, and then, gaining more composure, added—'Massa no angry for we?'"

"'No, no, Sam, I am not angry—I never will be angry—if you will cease to tantalize me,' said I, almost overcome by the poor fellow's seeming humanity at the fate of one, or perhaps more, of his unfortunate brethren; 'but do not be grieved, Sam—it is wrong to break the law, and if they died they were the cause of their own untimely end.'

"'Massa good for we,' rejoined he, archly, and sensible he had gained his point. 'Well, Saar, when dey bring de light'—and he threw himself into a Kean-like attitude—'when dey bring de light dey neber find not noting but de maamma pig for Missa Bentley roll in a wharrer, where a bail make him dance till he go dead;' and the rogue showed his white teeth, and grinned with delight as he watched the changes of my countenance.

"'I was certainly vexed at the artfulness of the young negro, but he had so wrought upon my feelings that I could not well be angry, and the ingenuity he had displayed in entrapping me into false sensibility did him credit. 'And so all this uproar was about an old sow,' said I,

affecting perfect composure ; ' for I suppose that is what you mean by a mamma pig.'

" ' Yes, Massa, yes,—you bery cleber for guess,' replied he, in the most insinuating manner ; ' de maamma for de piccaninny pig ; and ebery body laaf to tink em brave centipee fire de gun and kill de Missa Bentley maamma pig.'

" ' And the sow was shot, Sam ?' said I ; ' and the reports alarmed the other sentries, and they fired, and '—

" ' But darra not de best, Massa,' cried Sam, laughing, and interrupting me in what I was going to add ; ' de centipee fire 'em ball right along de canal, and when dey arterwards go upon de road behind de bridge, dey pick up one dead nigger, and one nigger bleed too much—and dem niggers hab little gun and cutlass, and de cockegg in 'em hats'—

" ' A cock's egg in their hat, Sam!—what's a cock's egg?—and what could they have such a thing in their hat for?' inquired I, doubtingly ; ' perhaps it was intended for some charm?'

" ' No, Massa, neber,' replied he ; ' but cockegg like whar a Massa Gubernor wear in him cock-hat.' I shook my head. ' Ky, you no sabby,—cockegg like a dis'—and he pointed to the cockade in his own hat as denoting an officer's servant—' wharra you call em dis? Cockegg—No?'

" ' Cockade, Sam,' answered I, laughing at the drollery of his mistake.

" ' Well, 'em cockegg,' continued he ; ' and dey bot hab a cockegg in him hat ; and when dey bring de wounded nigger to Massa Wray, he say dey come for spy ; and de wounded nigger aax for Massa Philip Augustus peak to him make de rise for 'em vaulters in de town, and den he go dead. Ky, he Missa Chitwig and Missa Bumster hab plenty money for pay Missa Bentley for maamma pig.'

" I was now fully dressed ; and Sam, after applying the brush, and surveying me carefully all round, ran and pushed open the windows, and then in a commanding manner called out to some one below—' Boy—hearee—bring de Massa horse for we, and tan at door til he come.' Then turning to me—' Massa Gubernor no ready yet—so plenty time for go.'

" Trusting to Sam's directions, I soon afterwards descended to the court, where I found several officers, mounted, waiting for his Excellency to take his morning ride. The little animal that had been appropriated for my use was promptly brought, and whilst Sam (who had put on a smart livery) held the bridle, I speedily took my seat in the saddle, and joined the others. Several of the officers complimented me on the share I had taken in the defence of Mrs. Herbert, which I found was generally known ; but one, a remarkably handsome man, rode to my side, and with much emotion shook me by the hand—it was Major Herbert. He was about to address me, but Sir Edward appearing at that moment, silence prevailed, and every hat was raised. His Excellency looked round upon the assembled group, gave me an approving smile and nod, and in a few minutes afterwards the cavalcade wheeled out at the gates on to the main road."

THE KAFFIR WAR. .

No. IV.

WHILE the troops were employed in the field, as recorded in the last Number, the departments in Graham's Town were not idle. The posts were all well supplied with provisions and ammunition; the clothing for the Hottentots was finished; and the preparations for carrying hostilities into the heart of the enemy's country were nearly completed.

In order to prevent the Kaffirs (who had been so completely driven from their strongholds on the left bank of the Fish River) from returning, the corps under the command of Lieut.-Colonel Somerset was ordered to occupy the line of country extending from Kaffir Drift* (where his head-quarters had been during the late operations) to the Breakfast Vley Hill, which overhangs the Keiskamma, at a distance of about twelve miles from Fort Willshire, to which place a strong burghier force had been sent, for the purpose of keeping open the communication, by frequently patrolling. The enemy were now rapidly retreating in every direction, as they had completely stripped the country of all the cattle; and, also, they found that the colonists, having now collected, were too powerful for them; and numerous straggling parties of them were cut off by the patrols. Towards the north, however, they continued in force; and on the 19th of February, Captain Armstrong, who commanded a most important post in the Hottentot settlement at Kat River,† had a very sharp engagement with a considerable body of them, in which he repulsed them with considerable loss; killing above eighty on the spot; ‡ while the Somerset boers,* who from childhood are accustomed to the savages and their mode of warfare, harassed them continually in the neighbourhood of the Winterberg.

About the latter end of February the invading force was declared nearly in a state of readiness to take the field. The Cape Corps had been augmented to six troops; the command of which was given to the two senior Lieutenants (Ross and Warden) of that corps, and Lieut. Forbes, 75th Regiment; while the irregular Hottentots were formed into two Battalions, nominated "the first and second Battalions of Provisional Colonial Infantry," officered by gentlemen on half-pay, who had emigrated to the colony in 1820, and who had been active partizans in the commencement of the war; but principally by the sons of settlers and tradesmen, who, having lost all their property, were reduced to the utmost want. The first was commanded by an old officer, Mr. Bagot, (formerly a Captain in the 47th), the second by Mr. Stoekenstrom. To both of these gentlemen was given the rank of Major, and all their officers, while acting with the regular troops, were to take rank as the junior of their degree.

It now becoming necessary, prior to the advance, to recruit the horses of the Cape Corps, which, from hard work, and scarcity of pasturage in the neighbourhood of Graham's Town, were very much reduced, the Deputy Quartermaster-General (Colonel Smith) proceeded, by his Excellency's order, to Fort Willshire, to fix on a desirable situation for a camp of assembly, as, on the banks of the Keiskamma, the grass

* Kaffir Drift is the nearest post to the sea on the Fish River.

† Tambookie Vley, now called Fort Armstrong.

‡ These were afterwards discovered to be Hintza's Kaffirs.

is most luxuriant and nourishing. A most desirable site was accordingly selected, and which proved to be the very ground on which the Chief Macoma, with whom we were now at war, had his kraal,* in 1884.

In about another week a portion of the troops were put in motion, Captain Halifax, 75th Regiment, marching to Fort Willshire, to relieve Captain Jervis, 72nd Regiment, who was to take up the ground of the new camp. On Colonel Smith's arrival with Captain Halifax, at Fort Willshire, he found that Captain Jervis was absent on patrol, who, on his return, reported that the enemy had re-entered the Fish River bush in force; that he had partially brought them to action, but owing to the density of the bush, and the impracticability of the ground for a mounted force, of which his patrol entirely consisted, he was not able to inflict any very severe loss on them: their number he computed at between 300 and 400 men, well armed with muskets. Colonel Smith immediately resolved on attacking them; and marched, as soon as his horses had been fed, to Breakfast Vley Hill, with about a hundred of the Albany boers—(having previously dispatched orders to Field Commandant Nademayer, who was stationed on the Guanga, to join him with part of his force, and to dispose of the rest so as best to co-operate in the proposed attack)—while Captain Jervis was to follow in the evening with his company. During the march a mounted force of the enemy was observed in the Kloofs about four miles distant, and there was every appearance of their being in force in the bush. Having arrived at Breakfast Vley, the Colonel, with a few men, rode on to meet Mr. Nademayer; but much to his disappointment and mortification, instead of finding him, he fell in with 100 of the Graaf Reinet boers, on their march to Commatrey's Drift, who reported that, in consequence of orders from Lieut.-Colonel Somerset, the camp on the Guanga had been broken up, and the Field Commandant, with all his forces (excepting these), had retreated beyond the Fish River, owing to a spirited attack made by the enemy a day or two previous, on a party of the Port Elizabeth Volunteers, stationed at Trompeter's Drift, who had hastily abandoned their post, with severe loss.

The consequence of this mortifying intelligence was, not only that 300 men found themselves in a pleasing state of hunger, without any prospect of being able to satisfy the said cravings, and the certainty of being obliged to endure them for the next twenty-four hours, as, trusting to the Commissariat which the Field Commandant was to have moved along with him, the troops had not carried any rations; but, what was still more serious, Colonel Smith found himself in a position of extreme difficulty, as he had not men enough to effectually scour the bush, or even to give the enemy that signal defeat which he otherwise would have done, as he had proved by his late operations in the same ground; and he naturally conceived that, as they had returned so soon after their late repulse, they would obstinately maintain their position.

However, nothing daunted by difficulties or dangers (be it remembered that there were only seventy British soldiers with him—the rest were boers, on whom no dependence can be placed), he determined to do his utmost, and Captain Jervis having arrived during the night, he received orders to march at three o'clock A.M. into the Kloofs, to co-operate with a party on his right, and to scour the bush up to the reserve

* When applied to Kaffirs, means "village."

under the Colonel in person. This service was most effectually performed, and at twelve o'clock at noon the different parties assembled; but, finding that the main force of the enemy had abandoned this position, leaving only a few stragglers, some of whom were shot,—and having reason to believe that they came from the Amatola Mountains, the principal stronghold of Macoina and T'Galie, Colonel Smith came to the determination of crossing the Keiskamma, and making an inroad into the enemy's own country.

At two o'clock the next morning (March 10th)—a waggon with provisions having arrived during the night—the troops marched, and at dawn arrived at the Keiskamma, which was crossed at a deep and difficult bridle ford called the Zalasi. The country on the other side was most beautiful, green, and fertile—warm secluded valleys—appearing much better suited to the pursuits of the landscape-painter or poet than to those in which we were now employed. Really, so much does the face of the country alter on the left of the Keiskamma, that it did not require any great stretch of imagination to fancy oneself removed to a different clime. All nature appeared *riant*; and, as we marched along, few, I am sure, thought of war—when, suddenly, the appearance of smoke at a distance afforded a certain proof of the enemy being near, and reminded us of the purposes for which we were thus early abroad.

Leaving the infantry behind, the cavalry made a detour, and after a gallop of three miles came upon a small Kaffir village. The few inhabitants were evidently taken by surprise, and made but slight resistance. Some were shot, but the greater part escaped into the neighbouring thickets. Here, after much difficulty, an old woman was taken prisoner. I say difficulty, as the old beldame ran so fast that she gave two mounted men a chase of nearly 400 yards, and had almost effected her escape into the bush. From her we learned that the party of the enemy we had been in pursuit of had not passed above three hours on their return to the Amatola Mountains. She described them as amounting to about 300 men. Having got all the information we could from her, we supplied her liberally with biscuit from our haversacks, and let her go. We then proceeded on our route for Fort Willshire, much to the joy of most of us, as the troops, having been marching above eight hours, after a severe day's work, it would have been useless to have attempted further pursuit. At four o'clock p.m. we arrived at Fort Willshire, after having marched above sixty miles in thirty-six hours, and crossed the Keiskamma twice in this day's march.

Although in these two days' operations the enemy had suffered but slightly, yet it gave him another proof of the vigilance and activity of British troops, and showed him that it was vain for him to expect to enjoy his plunder in peace, or to escape unpunished after the atrocities he had committed.

Above 1200 huts were burned. This was absolutely necessary to enable us to carry on our military operations, and also for self-defence, as, by thus destroying their dwellings, the enemy were forced to concentrate, and thereby afford a more tangible opponent, and consequently an easier victory, whilst, if left uninjured, they not only would have afforded the savages shelter and concealment, but have enabled them so to scatter themselves over the country as to baffle all our attempts. On our return to Willshire we were informed that Field Commandant Nademayer had been attacked by the enemy on the same day on which

we were employed in the Fish-River bush, and that he had repulsed them with much difficulty. It appears that the Field Commandant being out on patrol with forty boers, observed the spoor (track) of the enemy crossing the road through the Trompeter's Poorts, about twenty miles from the part of the bush we were in. Not supposing them to be in force, he followed them into the Kloofs, and suddenly, in the most intricate part of the path, found himself amidst 300 or 400 savages. The boers, who, although excellent shots, are useful only on the plain, or where their numbers insure them an easy victory, as they have an innate dislike for close fighting, or, indeed, to any danger when they can avoid it, fell back, firing at random; but their leader, Mr. Nademayer, who is an intrepid man, throwing his hat on the ground, and threatening to shoot the first man who flinched, inspired them with some confidence; in fact, they proved the truth of the adage "Necessity makes cowards brave;" for seeing their retreat cut off, and a numerous and well-armed enemy around them, who were moreover flushed with their recent success at Trompeter's Drift, nothing remained but to find out who was the strongest. After a desperate and protracted struggle—in which they were often so closely mingled that the boers were unable to use their long guns—the Kaffirs gave way, with severe loss, but not unrevenged, as, out of forty boers, seven were killed on the spot, eight wounded (one mortally), and six missing, all of whom may be reckoned amongst the killed, as the savage never spared any who fell into his hands.

On the 16th of March, every necessary arrangement having been completed, the troops intended for the invading force were put in motion for the different camps of assembly on the line of the Keiskamma; and before I proceed further I had better mention the distribution of the troops composing the army assembling to enter the enemy's country.

The 1st Division, with which were the head-quarters of the Commander-in-Chief, was assembled upon the right bank of the Keiskamma, about seven miles to the north of Fort Willshire. It was commanded by Lieut.-Colonel Peddie, of the 72nd Regiment, and composed as follows:—Two guns, Royal Artillery; detachment of Cape Mounted Rifles; 72nd Highlanders; 1st Provisional Battalion; Swellendam Burghers: amounting to 1250 men.

The 2nd Division, commanded by Lieut.-Colonel Somerset, was encamped on the Guanga, near to Eno's old kraal, which had been destroyed by Major Cox in January. It consisted entirely of cavalry, as follows:—Head-quarters Cape Mounted Rifles; George Burgher Force; Kitenhage ditto; Albany ditto; and two guns, Royal Artillery: amounting to 700 men.

The 3rd Division, commanded by Major Cox, of the 75th Regiment, had assembled at Fort Beaufort, and moved upon the Black Drift on the Chumie River. It consisted of two guns, Royal Artillery; detachment of Cape Mounted Rifles; 2nd Provisional Battalion; detachment of Swellendam boers; Beaufort Burghers; Kat River Hottentots: amounting to 700 men.

The 4th Division, commanded by old Field Commandant Van Wyh, consisted entirely of the Somerset Burghers, who had already been in the field three months, and were now encamped on the Klip Plaats River, near Shiloh, a Moravian station, to the north of the Winterberg Mountain. The whole of these troops amounted to 3200 men, while

2000 were left under Lieut.-Colonel England to protect the line of the Keiskamma and Fish Rivers, and provide for the safety of the colony during the absence of the Commander-in-Chief.

On the 25th of March, while we were anxiously waiting the arrival of the Commander-in-Chief in camp, Field Commandant Rademeyer reported that the friendly Chief Pato had assured him that the hostile tribes were resolved to make a fresh attempt to occupy the Fish-River bush, and that their intention was to attack him. In consequence of this intelligence, Colonel Smith resolved to make such a diversion in the enemy's own country as would probably deter him from making the attempt. Accordingly, at three o'clock A. M. on the 26th, he marched with 300 boers, 30 Cape Mounted Rifles, and 20 of the corps of guides, and crossing the Keiskamma at the ford below Fort Willshire, directed his march towards the wooded kloofs of the Umdezzin, a low chain of mountains branching from the Tabendada, which, from their being thickly covered with bush, and joining with the most inaccessible parts of the banks of the Keiskamma, were a favourite resort of the Kaffirs, as they afforded every facility for getting the cattle, stolen from the colony, into the hearts of the mountains, and thus baffling all pursuit. The object of the Colonel for marching in this direction was to enable him to cut off the enemy on their advance from the Amatola, in case the Chief Pato's intelligence was correct; and if not, he wished to reconnoitre this ground, in which the enemy were said to be in force.

The night, or rather morning, was dark and rainy; but at nine o'clock A. M. we arrived at these dense and wooded ravines, which certainly presented a most desirable concealment for the savage. Observing some cattle grazing, and being well aware that "wherever you see a cow, a Kaffir cannot be far distant," the Colonel directed 200 boers to enter the bush on the left, 100 on the right, whilst he pushed on in the centre. In a few moments we found that the enemy was in great numbers; however, not wilful to make much resistance, owing perhaps to having no fire-arms amongst them, and partly to their being taken by surprise. About 12 o'clock we all assembled, and found ourselves in possession of above 1500 head of fine cattle, which was considered a most excellent prize, considering that the number of men was not proportioned to the extent of country in which they had to act. Rain was now pouring in torrents, and no one but those who have been in hot climates can conceive the deluges that sometimes fall. The soil throughout the frontier, being for the most part a species of clay, becomes, after a shower, so slippery as to render it dangerous, if not impossible, to ride; and as the enemy were assembling all round us, it became necessary to commence driving the cattle, which, of all tasks, is the most laborious and troublesome.

We arrived at Fort Willshire at eight o'clock at night, where we gave the cattle over to Captain Halifax for his solace and amusement, whilst we retraced our steps to the camp, where we arrived in an hour, having marched fifty-six miles, and captured and driven 1500 head of cattle, in eighteen hours, and that under every possible disadvantage. Our loss was trifling, and so was that of the enemy, as they scarcely dared to venture within shot.

The Cape.

ANCIENT.

MEMOIRS OF GENERAL AND FLAG-OFFICERS. RECENTLY DECEASED.

FIELD-MARSHAL THE RIGHT HON. SIR SAMUEL HULSE, G.C.H.

AN anxiety has been expressed so generally for the appearance of an early memoir on the subject of the above distinguished officer, that we are induced to put together such materials as we have been able to collect, from an authentic source, without precluding ourselves from any future opportunity of presenting our military readers with a more complete and carefully-arranged biography of an officer to whom such a distinction is so eminently due, not only from his having attained to the highest grade in our Service, but from his having been unremittingly engaged in discharging the duties belonging to every rank in that Service during a period longer than has occurred in any other instance of which we are aware.

Sir Samuel Hulse was seventy-five years in actual service; and it is a further remarkable fact that every gradation of rank, from Ensign to full Colonel, was obtained by him in the regiment in which he began his career. When to these facts it is added, that during the long period to which we have alluded there never was an officer who was known so universally to win, and so invariably to maintain, the attachment and respect of every rank, from the highest to the lowest, with which he was brought into contact, there can be no doubt of the importance, as well to the United Service as to the public in general, that an adequate record of such a character should be preserved.

Sir Samuel Hulse was a younger son of Sir Edward Hulse of Breamon House, Hants, the second baronet of that name; he was consequently brother to Sir Edward Hulse, the third baronet, and uncle of Sir Charles Hulse, who at present bears that title. He was born March 27, 1746, and after the usual course of education at Eton he obtained his commission as Ensign in the 1st Regiment of Guards on the 17th December, 1761. One of the first acts of his regimental duty was carrying the colours of his regiment at the coronation of King George III. He obtained his commission as Lieutenant in the same regiment in August 1769, and a Company, with the rank of Lieutenant-Colonel, in 1776. His commission as Lieutenant-Colonel is dated in 1780, and that of Colonel in 1782. He attained to the rank of Major-General in December, 1793, and was appointed to the Colonelcy of the 56th Regiment in May, 1795. His commission as Lieutenant-General is dated January 1st, 1798, and that of full General, September 25th, 1803. In 1806 he was appointed Lieutenant-Governor of the Royal Hospital, Chelsea; and in 1820 he succeeded the late Sir David Dundas as Governor. The latter appointment, as is well known, he held till his death, together with the Colonelcy of the 62nd Regiment, to which he had been moved in 1810. In 1830 he was promoted to the rank of Field-Marshal, as a signal and special mark of confidence and favour on the part of his present Majesty.

We cannot at present enter into the details of the services in the field, as well as of the general professional duties of the late Governor. We may observe, however, that the foreign service in which he took a part was confined to the early periods of the late war; and we may merely mention here that he bore a highly distinguished part as commanding a division in the campaigns of 1794 and 5 in Flanders and Holland, and in the subsequent expedition to the Helder. The only additional fact of his military services which we shall here notice is that of his command of a district in Ireland during the unfortunate rebellion of 1798. There are many individuals still living who can give the strongest testimony to the beneficial results which were produced by the due application of measures of conciliation, united with firmness, by which his conduct under the most delicate and difficult circumstances was so peculiarly distinguished.

In addition to the military appointments held by the subject of our memoir, it is well known that he was also intrusted with various civil offices, especially in the personal establishment of his Majesty George IV., both before and after he came to the throne, of a highly important and confidential character. Referring for the details of these offices also to a future opportunity, we may mention amongst the most remarkable that he was successively Master of the Household and Vice-Chamberlain to Geo. IV.; and that as a farther mark of distinction at the hands of that monarch he was, in 1827, appointed a Privy Councillor, Deputy-Ranger of Windsor Park, and a Knight Grand Cross of the Royal Hanoverian Guelphic Order.

We conclude this brief and imperfect sketch by alluding to the peculiarly delicate and difficult situation in which the subject of it was placed during the continuance of that alienation which is well known to have existed between George III. and his immediate successor. It may safely be asserted that another individual is scarcely to be found who could have passed through that situation retaining, as was the case with Sir S. Hulse, the undiminished and almost equal confidence and personal esteem of both the high parties concerned. We know it as a fact, that at a period when the displeasure of the father against the son was at its height, and when all communication had been positively interdicted, a message from the Prince was announced. This was at first rejected; but on inquiry who had brought it, and it being stated to be Colonel Hulse, the rejection was immediately countermanded, with the addition, "If it is Sam Hulse, tell him to come to me; I am sure I shall hear the truth from him."

Sir S. Hulse died on the 1st of January, 1837, and was interred at Welmington, in Kent, in his family-vault, on the 10th. He left particular directions that his funeral should be as private and unostentatious as possible, and, in accordance with his wishes, it was contemplated to remove his remains from the Royal Hospital, without even allowing the officers and men of the establishment, in which he had resided as Lieutenant-Governor and Governor above thirty years, any opportunity of paying a last tribute of respect to his memory. On it being represented to his executors that the members of the College would feel much mortified at such a course being pursued, it was kindly waived, and the men and officers permitted to surround and follow his remains to the front gates of the establishment. Eight of the officers were pall-bearers, and the rest followed in procession. His remains left his own house a little before ten o'clock. The procession, headed by the Chaplain, followed by several of his relatives as mourners, and the remainder of the officers, was immediately received by the Captains, our senior non-commissioned officers, and Light Horse—his own personal guards (for they mount sentinel over the Governor only)—and the privates, formed in two lines, facing inwards, to the chapel. As the coffin passed along they followed in procession. Under the cupola the nurses were drawn up on one side, and the children of the College school on the other.

The most solemn and respectful silence was maintained as the procession moved along the avenue in Burton's-court to the front gates, inside of which the hearse which was to convey the body to the vault was drawn up. During the ceremony of placing it in the hearse the Captains and Light Horse formed up in rear of the hearse, fronting the gates; the men formed lines, the right of one wing and the left of the other resting on the outer pillars of the gates, the officers in the centre—thus forming three sides—the gates and iron railing completing the fourth side of an oblong square; so that his remains were surrounded by his old and sorrowing comrades in arms till they were completely out of the establishment.

Several of the police were in attendance, but the feelings of the persons present seemed so completely in harmony with those more immediately interested in the solemn and mournful spectacle, that the most profound silence reigned around. After the mourning-coaches had taken up the

company that were to attend the funeral into Kent, the veterans returned four deep, preserving the same solemn silence, by the same route, to their respective quarters.

MAJOR-GENERAL SIR THOS. BLIGH ST. GEORGE, C.B., K.C.H.

The subject of our present memoir entered the Service as Ensign in the 11th Regiment, with which he served at Gibraltar and in the Mediterranean; was present at the capture of Toulon, and in the actions which took place in that neighbourhood on the 1st, 14th, and 15th of October, 1793, at Pharon, Chatcau Routes, and Cape Brun, and on the 30th of November at Hauten d'Arrens; was also present at the capture of St. Fiorenzo, Bastia, and Calvi, in Corsica, in 1794. He obtained his Company, and subsequently his Majority, in the 90th Regiment, and was employed on the Staff on the coast of France and Portugal, and in the Mediterranean.

We next find him with the 63rd Regiment, of which he obtained the Lieut.-Colonelcy, and was appointed Inspecting Field Officer in Canada. In Canada he commanded at Amherstberg, in the Upper Province, when invaded and attacked by General Hull. He likewise commanded the Militia at the taking of Detroit (for which he received a medal), and at the river Raisin in the Michigan territory, when General Winchester was defeated. In this service he received six severe wounds.

He was nominated a Companion of the Most Honourable Military Order of the Bath on the 4th of June, 1815, and Knight Commander of the Royal Hanoverian Guelphic Order, January, 1835, and received the honour of Knighthood from his Majesty at St. James's Palace, on the 18th of February, 1835.

FOREIGN MISCELLANY.

FRANCE.

Of the existing thirteen Marshals of France eight received their *bâton* at the hands of Napoleon, two at those of the late Charles X., and the remaining three were appointed by Louis Philippe; but one of them holds but an honorary dignity; the others receive Marshal's full-pay. Austria, on the other hand, has but eight officers of this rank, even including the King of Holland and his Grace of Wellington, neither of whom is likely to be called upon to head an Austrian army in the field. Prussia has at present no Marshal on her army list. In the French service there is no step between the post of Marshal and the Lieutenant-Generalship, like that of the English General. Of this rank Austria has twenty-four (only one-fourth of the number in the British Service); and Russia but four. The French have 150 Lieutenant-Generals, of whom nine are of the Artillery, and two of the Engineers; sixty-one of them served under Napoleon, thirty-seven were appointed by the Bourbons between the years 1814 and 1830, and the remainder owe their commissions to the present King. Out of the 150 twenty-one are incapacitated for further service, either by their advanced age or their infirmities.

The rank which corresponds with this in the Austrian service is that of "Field-Marshal-Lieutenants;" their number is 121, of whom eighty-five are employed on active duty. There are twenty-five officers holding this rank in Prussia, and all of them are on service. The French have 255 *Marechaux-de-Camp*, a post similar to that of our Major-Generals; fifteen of them belong to the Artillery, and nine to the Engineers. Fifty-eight of them bore a part in Napoleon's campaigns; 105 were appointed by Louis XVIII. and Charles X.; and fifty-five by the present King. In the Austrian service there are 201 Major-Generals, but 130 only are in employment; in the Prussian, there are 52, all of whom are on service.

ITALY.

MILITARY FORCES.

The whole amount of the land-forces maintained by the several states of Italy are, on a peace-footing, 140,000 men, and on a war-footing, 270,000. These numbers do not, however, comprehend the Austrian garrisons in Lombardy and Venice, and in the Papal Legations. The effective military forces of the States in question, when on a peace-footing, is thus estimated:—

| | Military. | Population. |
|--|-----------|-------------|
| Kingdom of the Two Sicilies | 47,713 | 7,752,000 |
| States of the Church | 17,707 | 2,471,000 |
| Kingdom of Lombardy and Venice | 31,400 | 4,457,000 |
| Ditto Sardinia | 35,200 | 4,470,000 |
| Grand Duchy of Tuscany | 4,500 | 1,350,000 |
| Duchy of Parma | 1,400 | 440,000 |
| Duchy of Modena | 1,750 | 390,000 |
| Duchy of Lucca | 680 | 145,000 |
| Republic of St. Marino | 40 | 8,000 |
| Total | 140,390 | 21,483,000 |

Assuming the whole population of the Italian States to be as here stated, the proportion of the military is one in every 153 souls, or above $6\frac{1}{2}$ in every thousand souls; a proportion which the critical condition of political affairs in this quarter of the globe could alone justify.

RUSSIA.

A few facts will show the extent to which the military and naval resources of this empire have been increased during the last forty-five years. In 1791, the Army expenditure amounted to 10,000,000 silver roubles (about 1,500,000*l.*); in 1804, to 20,500,000 s.*r.*, or about 3,075,000*l.*; and at present they are estimated at 30,000,000, or about 4,500,000*l.* The Navy expenditure, in 1791, was 4,000,000 s. *r.*, or about 600,000*l.*; in 1804, 9,000,000, or about 1,350,000*l.*; and at present they are estimated at 12,000,000, or about 1,800,000*l.* When Peter the Great came to the crown (1689), the regular troops amounted to 15,000; at his death they amounted to 108,350, exclusive of the Guards. Catherine increased them to 270,000; Paul to 369,000; under Alexander, in 1805, they amounted to 408,001, besides 88,672 irregulars; under the same monarch, the official returns state them to have been, on the 1st of January, 1821.—Russian soldiery, 778,951, and Polish 50,000, being in all 828,951; besides 210 pulks of irregular horse—105,534; and veterans, garrison, and commando troops, and extra corps, divided into thirty-seven regiments, 104,632: so that, if credit is to be given to these official returns, the whole military force of the empire consisted of 1,039,117. The present peace-establishment is the same as in 1831, when the regular army was stated to amount to 612,322 men, independently of thirty-eight regiments of Cossacks, each consisting of 500 effectives.

POLAND.

The first plan for the partition of this monarchy was made in the year 1710, soon after the battle of Pultawa. It originated with Ilgen, a privy-councillor to the then King of Prussia, and was by that sovereign's order laid before the courts of St. Petersburg and Dresden. In pursuance of this scheme, Peter the Great was to make himself master of the principal places in Poland; he was then to deliver over to the Kings of Prussia and Poland (Augustus II.), those that lay nearest to the Prussian and Saxon dominions, and announce to the leading Polish nobility that it had been deemed advisable to re-model the constitution of Poland. Russia was to receive for her share Swedish Livonia and part of Lithuania; Prussia was to have

Polish Prussia and Samogitia; and the King of Poland was to enter into possession of what remained as an hereditary kingdom.

It was also stipulated that the senators and nobility of Poland were each of them to declare his assent or dissent from this plan separately; and that, while such as opposed it were to be treated as rebels, those who favoured it were to be richly recompensed. The three powers coalescing for this unhallowed purpose were to pledge themselves to march 60,000 men into Poland. With a view to set at rest any claims on the part of Austria, it was agreed that Poland should renounce her pretensions to the county of Gips in Hungary, and should be guaranteed her succession to the throne of Spain.—See Forster's "Frederic-William I., King of Prussia."

HANOVER.

ARMY.

The following is the present military establishment of his Majesty's Hanoverian dominions:—

| | Men. | Horses. |
|---|--------|---------|
| The Staff | 15 | — |
| The Engineers | 198 | — |
| The Artillery, including two companies of horse, two battalions of foot, and one company of ar- tifiers | 1,368 | 275 |
| The Cavalry, including 1 regiment heavy ca- valry, and three regiments light dragoons | 3,340 | 2414 |
| The Infantry, including two battalions guards, two do. light infantry, 12 do. the line | 15,580 | — |
| | 20,501 | 2719 |

Under its recent re-organization the Army expenditure amounts to 1,201,500 dollars, or about 165,210*l*. The population of Hanover being estimated at 1,700,000 souls, the proportion of the military to the whole number of inhabitants is within a fraction of one in every eighty-three, or upwards of twelve in every 1000!

INDIA.

LAHORE.

According to General Allard's account, Runjeet Singh's possessions at present extend over the Vale of the Pendshab (Punjab), between the Indus and Sutledshie (Sutleje), the valley of Cashmere, and the whole of the mountainous country as far as the snowy chain, even Luback, on the other side of the Himalayas, and forty-five taluks, or districts, on the British side of the Sutledshie, either wholly or in conjunction with other princes: to these must be added Khyrabad, Ankona, Peshawar, Durro-Ghazi-Khan, and Durro-Ismael-Khan, which are tributary to him, to the west of the Indus. The Belutjee chiefs of Tuk and Sagren are also his tributaries. The income which he derives from his immediate possessions consists of

| | Rupees. |
|---|------------|
| Ordinary revenue from taxes | 12,403,900 |
| Duties of customs in the Pendshab | 1,900,600 |
| The mohurane, stamp-duties | 577,000 |
| Total | 14,881,500 |

From the remainder of his territories his yearly receipts are 10,928,000 rupees: his whole income, therefore, amounts to 25,809,500 rupees yearly. Such is the statement made by Captain Murray. Allard, on the other hand, estimates it at a much higher amount, namely, 50,000,000 rupees, which would not make it far short of five millions sterling. Runjeet Singh has for many years past been engaged in amassing treasures, and a consider-

able portion of them is husbanded in the fortress of Govindghar. The whole value of these resources, including jewels, horses, elephants, &c., is computed to be ten millions sterling and upwards.

Murray and Allard approximate closely to one another in their report of Runjeet's military establishment. It appears to be as follows :—

| | |
|--|--------|
| Cavalry on a permanent footing, composed of dragoons and lancers, under General Allard's orders, and including the body guard, who are mounted at the public expense | 12,811 |
| Infantry, on a permanent footing | 14,941 |
| Regular troops. | 27,752 |
| Troops quartered in Cashmere and the neighbouring districts, viz. Cavalry 3000—Infantry 23,000 | 26,000 |
| Quotas furnished by the sirdars or feudal chiefs; those in the plain countries furnishing cavalry, and in the mountain districts, infantry | 27,312 |
| | 81,064 |

The artillery, inclusive of 100 field-pieces, consists of 376 guns of all calibres; all being transportable on camels' backs or on light carriages.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Claims of the excluded Old Subalterns.

Dublin, January 14th, 1837.

MR. EDITOR,—The enclosed letter, addressed to the Secretary-at-War, is sent to you, requesting the favour of your inserting it in your valuable Journal, hoping it might by such means engage his Lordship's attention. By so doing you will oblige an old subscriber.

T. R.

TO THE SECRETARY-AT-WAR.

Dublin, January 14th, 1837.

MY LORD,—The long-expected brevet having at last made its appearance, without any notice of the services of a shamefully-neglected class of officers, the Old Subalterns,—I take the liberty of addressing your Lordship on the subject, and most earnestly implore your Lordship to imagine yourself in the position of one of those whose only crime is poverty, and who has spent from twenty to twenty-five years on full-pay in that grade; who, besides the galling mortification of seeing beardless youths of eight or ten years' service purchase over his head, is told that he is unworthy of occupying so good a room in barracks, or of being allowed more than one-half the allowance of baggage on a march, which his more fortunate companion (who needs no other qualification than riches for his advancement in the profession) is allowed. I ask, what would your Lordship's feelings be? Are not these considerations enough to make him indifferent in the performance of his duty, and callous to the discipline of the men? His length of service does not lessen the weight of his duties of guard-mounting, fatigue, orderly duty, and all the other drudgeries which his rich companion escapes by purchase, not by long service. In fact, he sees no prospect of reward for long and faithful service, and in disgust, and with the greatest unwillingness, does barely what the routine of duty requires.

U. S. JOURN. No. 99, FEB. 1837.

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While reform has affected almost all the institutions of the country, it is strange that the Army, which loudly calls for it, should remain unnoticed; and widely will the praises of "Howick" be spread if he bring forward to the notice of his country the situation and services of old subalterns who are unable to provide 1100*l.* for the purchase of a Company.

As the Army is now constituted, a sub who cannot purchase must be an old man before he can by any possibility obtain his Company. He is then an unfit companion for his younger but senior companions of his class at the mess-table, and finding himself quite out of place, is compelled to sell out for 1860*l.*, with most probably a constitution broken up by service in the East or West Indies, or other Colonial Service; and this is the only recompense which a country calling itself grateful bestows on a man who has spent the prime of his life in collecting luxuries which she requires, and in defending her property.

I will now suggest for your Lordship's consideration a plan which I think would afford general satisfaction to all ranks, and, by brightening the prospects of the old and hard-working officers "who have borne the heat and burden of the day," would stimulate them with an increased zeal and energy for the Service;—which follows.

Subalterns, after twenty years' service on full-pay in both ranks, should be allowed to retire on half-pay as Captains, with 8*s.* per diem; while on half-pay to be eligible to be employed on the Recruiting Service, as subdivision officers, with the same allowances as, and instead of, the Regimental Lieutenants now so employed. Captains, after twenty-five years' service on full-pay in all ranks, to be allowed to retire on the half-pay of Major, with 10*s.* per diem. Majors, after twenty-eight years' service on full-pay, to retire on half-pay as Lieutenant-Colonels, with 12*s.* 6*d.* per day. Lieutenant-Colonels, after thirty years' service, to be full Colonels, with an increase of pay. The whole of these officers should be considered of the half-pay of their own regiments; their names should appear in the muster-rolls as such; and each should have the option of being brought in to full-pay in their regiments, in rotation in their respective ranks, as vacancies may occur, either by death or any other contingency. The vacancies caused by the promotion of the Lieutenants should in all cases be filled up by purchase. On the promotion of an officer, should there not be one on half-pay of that rank, the vacancy should go in the regiment by purchase. This money, with that for the Lieutenancy and Ensigncy above-mentioned, to be placed in a fund.

This regulation would increase the Half-pay Fund; but as ambassadors, consuls, and officers in civil situations, are allowed, after a certain service, to retire on exorbitant pensions, the country could not in justice refuse to grant such a boon to military men, who have always obeyed her call, ruined their constitutions, and spilt some of their best blood in defending her from the plague and pestilence of an enemy.

These officers, when on half-pay, should be allowed to dispose of their commissions. The purchase-money should be increased, as follows:—

A Captain 2500*l.*, of which he should receive 2200*l.*; the remaining 300*l.* to be at the disposal of Government. A Major 4400*l.*, of which 3800*l.* to him, the remaining 600*l.* to Government. A Lieutenant-Colonel 6500*l.*, of which 5500*l.* to him, the remaining 1000*l.* to Government. The interest of these Government sums, with those above mentioned, will assist in reducing the increase of the half-pay.

In conclusion, I have again to urge your Lordship's attention to the situation of those unlucky beings who have already passed so much of their lives, and continue to do so, without one bright ray of hope in the dark road to promotion; and hoping that, if you do not approve of this, you will devise some other plan for the retirement of officers commensurate to their length of service,

I have the honour to be, your Lordship's obedient servant,

A SUB of 22 years' standing.

Widows of Militia Adjutants.

MR. EDITOR,—I hope I may be excused for thus venturing to address you, but feeling as I do, and from what I have so often read in your truly valuable publication, I am convinced of your willingness to advocate any fair and just claim connected with the United Service.

I have been a widow of a Militia Adjutant for many years, and I have been suffering painfully and severely from actual want, and I too well know that mine is not a solitary case; though I fearlessly assert that the widows of Militia Adjutants are the only widows of officers in the English service whose commissions are signed by his Majesty, who are left penniless and totally unprovided for. Do let me therefore entreat of you to advocate their cause. Most of the Adjutants of Militia are solely dependent upon their pay; and when I recollect that the ranks of the Line are constantly filled up by the exertions of Militia Adjutants, and that the last great struggle at Waterloo was fought principally by men who had but just extended their service from the Militia, I cannot but think that this appeal is so just, that if it should fortunately meet the eye of his Grace of Wellington, my Lord John Russell, or of any other humane M.P., they would plead for the widows and families of so deserving a body of officers.

By your inserting the above, or by your advocating the cause for which I now write, you would greatly oblige me, and others who in future would be similarly placed unless some allowance be made for their relief; and I am also convinced the country would willingly contribute their assistance for so reasonable a request.

I am, Sir, your much obliged servant,
Jan. 16th, 1837. A WIDOW OF A MILITIA ADJUTANT.

Captain Chads and the Gunnery on board His Majesty's Ship Andromache.

MR. EDITOR,—In consequence of a statement that appears in your Number for this month respecting Captain Chads and the gunnery of the *Andromache*, I will thank you for a little space in your valuable Journal whilst I offer some observations on the gunnery and other matters of naval discipline of the old and new schools.

It appears to have been the object of the writer of that article to exhibit to your readers a proof of the superior gunnery of the Navy of the present day. From the relation of the *Andromache's* firing when engaged with the Chinese forts, and her gunnery in Madras Roads, it would appear that Captain Chads and his officers had acquired their admirable gunnery from the mate and seamen-gunners of the *Excellent*. Such an inference would be derogatory to the well-known professional character of Captain Chads, as well as to the Service in general, because it would be founded on error so palpable, that a moment's reflection of the many brilliant actions fought by single ships during the past war would instantly detect it. So much for the puffing of the naval gunnery discipline at the present day. Having had the pleasure of accompanying Captain Chads from England to China, and thence to Bombay, I personally witnessed the inestimable qualities of that worthy officer; I daily beheld his assiduity in exercising his crew, and training them in every kind of fighting discipline, whether at their guns, or at small arms, or in boats.

But whilst full of zeal for the Service, and observant of discipline, he is a warm friend to his officers and a kind Commander to his ship's company. Assuring your readers that the excellent gunnery of the *Andromache* was not derived from the mate and seamen-gunners of the *Excellent* (however useful the system may be that is taught on board that ship to young officers of the new school), I beg to observe that rapidity and precision of

firing, equal to that which the *Andromache* has displayed, was customary in the Navy during the war, as many of your numerous readers well know; in addition to which, the seamanship of both officers and men was as much superior to what it now is, as the general discipline of the Navy then was, as compared with that which now exists.

At that period a frigate at sea would shift her three topsails and take in two reefs in three minutes and a half; being at anchor, with a whole cable each way, she would heave up both anchors and be under all sail, with royals and studding-sails set, in twenty-three minutes and a few seconds. No accidents then happened among ships in our blockading fleets off Brest and Toulon, when sailing in close order or tacking during squally weather in the night-watches, because our Captains were such as Captain Chads is; our Lieutenants were good seamen, the Midshipmen attentive to their superiors, and all hands obedient to command. In those days strict discipline was maintained on board our ships, without which we may have a numerous list of high-spirited young officers, full of ardour to rival the gallant exploits performed by the old school, yet, from a deficiency of practical knowledge, and an impatience of discipline, many serious accidents may be expected to arise during the first few years of a war—judging by the numerous examples we have had of casualties among our experimental ships since 1830.

It is not nervousness or timidity which sometimes alarms a Captain of the old school, when he now goes afloat, as the officers of the new school allege, but his natural anxiety at all times for the safety of the ship when in their hands.

I have the honour to be, Sir,

Your most obedient humble servant,

London, Dec. 24th, 1836.

AN OBSERVER.

Defence of Hougomont.

MR. EDITOR,—The notice addressed to me in the *United Service Journal* of this month in answer to my inquiries, has satisfied me that I was mistaken in supposing my reply to the alleged refutation by Sir R. H. Elphinstone, of former statements of mine regarding points connected with the battle of Waterloo and defence of Hougomont, not to have reached your hands. Whether the reasons given in the notice for refusing to place my reply before your readers are equally satisfactory, I now beg leave to occupy a few minutes of your leisure in considering. I the more anxiously venture to do this, from the great desire I have to avoid everything like the possibility of future misunderstanding with you upon this subject.

The principal reason assigned by you is, that my Reply being anonymous, you cannot admit it in opposition to statements certified by the signatures of the writers. To this I answer, that the assertions and comments to which I reply, are upon their own face equally anonymous as the Reply to which you object.

That this refutation is neither addressed to you, nor bears the signature of the writer, nor his place of abode, and that the only circumstance which you or your readers know about it is derived from the *dictum* of another individual, not the writer who accidentally states a fact, evidently meant to be concealed by the writer himself. Should you, however, allege that this *dictum* is sufficient in fact to remove a paper without signature, date, or address, out of the list of anonymous productions, then does the certificate and signature accompanying my Reply still more remove it from that class, and offer an ostensible name and guarantee for all the facts stated by me.

I further beg leave to observe, that although no such voucher had been offered by me, by the long-existing practice of the *United Service Journal* the mere suppression of the writer's name has never been thought an

objection to the statement itself, provided such statement was fairly made, and expressed in proper and gentlemanly language. Having, like many other individuals, an objection to appear before the world as the writer of articles in a public journal, I for this reason sent my first communication to you without a name, apprizing you, however, that it might be necessary for me to defend some of the positions I had advanced by further communications*. No doubt you were perfectly at liberty to reject that communication, if such were your pleasure, upon the grounds stated. But having once placed it before the public without a signature, I think you cannot now turn round upon me and insist upon my giving up that incognito, real or imaginary, under which I alone agreed to become, and was received as, your correspondent, or refuse to publish the defence and vindication of my first statement, because one person, Mr. J. Hepburn, who admits that he knows nothing of the matter more than his old boot, forwards to you a paper which he calls a refutation of my assertions, written, as he says, by another person, Sir R. H. Elphinstone, equally well informed upon the subject as himself. Such conduct, in my apprehension, would be opposed to all principles of fairness and justice.

With regard to the other and minor points of objection stated in your notice, I hardly can imagine you to be serious. When you say that the refutation by Sir R. H. Elphinstone is supported by direct evidence, I can only ask in wonder where it is; unless indeed you call that gentleman and Mr. J. Hepburn witnesses. Neither do I think that the term protracted discussion, can with the slightest propriety be applied to only the second statement which I have placed before you. If the matter were ever worthy of discussion, surely the truth, now more than ever, requires to be freed from the mist and obscurity which the conceit and ignorance of presumptuous men have attempted to throw around it, not only in the pages of the United Service Journal, but in the works of the late Sir Walter Scott, in whose Letters of Paul to his Kinsfolks and History of Napoleon, similar mis-statements as those I have exposed in my Reply are to be found, and which have all originated, as is now evident, from the very same source.

The above considerations appear to me so perfectly conclusive, that you will pardon me if I seek for other causes than those assigned as influencing your conduct. If Mr. J. Hepburn* or Sir R. H. Elphinstone possess no more influence on you, and find no more favour in your eyes, than other correspondents, permit me to ask you how it happened, contrary to the repeated notices and known practice of the United Service Journal, that a letter of the former gentleman, dated August 24th, was placed before your readers on the 1st of September, and the refutation of the latter gentleman, dated September 21st, which could not have reached you from Edinburgh before the 24th, appeared on the 1st of October following, that is, within six days respectively of their actual delivery to you. To those who understand the mechanical part and getting-up of a Journal like yours, the above facts speak volumes†.

* We do not question the propriety of the *retiring* habits of the writer, but must remind him that, in his letter accompanying the statement we published, he stands pledged to come forward "*in person*" if required.—Ed.

† This is sheer pettifoggery. What does the writer mean? Letters which reach us in time, and for which there is room, are inserted—if not, they lie over perforce. Mr. Hepburn's first note, appended to Lieutenant Siborn's "direct" and conclusive evidence, being that of the late General Hepburn himself, which the writer of the foregoing takes care to keep out of sight, arrived in time, and was published. It announced the *advent* of the counter-statement for the following month, and due provision was accordingly made for the insertion of that document whenever it might arrive. It came in time, and appeared.—Ed.

In noticing these circumstances, it is not my intention, I beg you to believe, to insinuate any charge of unfairness on account of these acts alone, or to say that the Editor of the United Service Journal may not with the most perfect propriety confer favours of this kind upon his private friends. But, if going beyond this line, you were to publish a paper written in language perfectly unusual among gentlemen—if, among other things, certain statements of facts which had passed under my own observation were designated by a person utterly ignorant of the matter as being of "more than questionable veracity" if for reasons, the soundness of which I do not acknowledge, you should refuse me the opportunity of fairly meeting an accusation like this, and showing your readers on which side, "the want of veracity" really lay—then, however much I might despise the folly, irregularity, and impertinence of the accusation itself, I might be forced to compare in my own mind the very ready insertion of the impertinent accusation with the unjustifiable suppression of the Reply, and however reluctant, feel myself forced to regard the Editor, not as an indifferent and neutral person, but as a party and principal in the gratuitous insult.

I am satisfied that the view in which I have now placed the case must have entirely escaped your notice. I have addressed you as a gentleman and man of honour in all fairness and courtesy; and to show you still more how anxious I am to avoid anything like excited feelings, I now make you the following proposal. Instead of my Reply to Sir R. H. Elphinstone, publish in the Journal this answer to your own communication to me. Let your own readers judge between you and me upon the point in dispute. If conscious that your reasons are good and your conduct proper, and my wishes, under all the circumstances, unreasonable, they will necessarily be of your opinion. But if you decline this proposal, would it be fair towards the public, or just towards me, by suppressing my Reply, to let it be supposed that no answer could be given to the dreams of Sir R. H. Elphinstone, or that one of your correspondents, under an anonymous signature, had placed before the world statements of "more than questionable veracity?" I am, Sir, your obedient servant,

January, 16th, 1837.

WM.

* * This writer's imputations are shortly answered. We have not the pleasure of knowing either Mr. J. Heppburn or Sir Robert Elphinstone, with whom we have had no other communication than those which we published, nor have we ever been addressed or "influenced" upon this subject by any other party whatever. Perhaps there never came before us a question on which we were more entirely free from bias than this. The special pleading of our litigious correspondent, whoever he may be, is therefore thrown away, and his insinuations of partiality, &c., are equally unfounded and impertinent. We give his letter, and drop the subject.—ED.

Honorary Distinctions.

MR. EDITOR,—As something in the shape of rewards and distinctions must come out from the Horse-Guards ere long, after the Report of the Parliamentary Inquiry on Military Punishments,—and if, as suggested by "A" in your April Number, the badge is to be extended to all grades, twenty years' actual service ought to be the *minimum* on which officers could claim the distinction, for to them the distinction would be given—first, as a testimonial of long service; and, secondly, as a means of adding to the value of the order in the eyes of the soldier. Your correspondent, "A," I find, has left me little to say on this subject beyond a suggestion or two, connected more with the detail than the general principle of an Order of Merit.

Besides the above badge of distinction, the order of merit should be (let it be ever so small) an order exclusively within itself. It might be ex-

tended, under somewhat similar regulations, to all classes of subjects serving under the Crown, and if necessary to distinguish a man for any dashing or gallant act, let such be a reward of itself. I make this observation from the nature of the service required of a British soldier being likely to draw a painful distinction, were the reward for long service and good conduct identified with the reward for acts of gallantry before an enemy. For instance, the soldier returning from India with a decoration showing twenty years' good service, would lose considerable self-esteem if he met a younger comrade whom fortune had carried before an enemy, and by which he had gained the same decoration in a few months that had cost the other a long series of tropical service to secure. I am aware arguments may be used against my proposition, by saying—that, short as one man's service was, the severity of it fully balanced the length of the other. True: therefore grant him a reward; but let it be as distinct as was the service—and all such feeling would be at an end. The medal gained before an enemy should be a higher class altogether—and, once earned, never to be forfeited. The reward medal, for the first and second period, and even for the third, should be given only for continued good conduct, and liable to be forfeited by irregularity on the part of the wearer. It should, moreover, be given to every deserving man, and not be confined to a specified number in a regiment. It would be more gratifying, no doubt, to the few: but it would disappoint and disgust those who might possibly look to its possession as hopeless, and consider its distribution as partial. The 10th Article, page 22, of the Report of the Military Commissioners, I see fully bears out my views; and I hope sincerely the rewards may be classified, and divided as therein stated, viz.—both to the gallant and well-conducted soldier. Gallantry in the field, and good conduct in quarters, are of such different natures, that the same decoration for both would give rise to feelings highly injurious to the parties entitled to the rewards.

I have the honour to be, &c.

AN OLD CHIP.

Fuel-allowance to Officers residing out of Barracks.

MR. EDITOR,—I cannot help thinking that, with such an officer as is at present at the head of the Ordnance, if “C. V. J. M.’s” subject be properly followed up, the very uncharitable Order of 1835, regarding fuel-allowance, might be rescinded, independent of the points alluded to by the above-named correspondent. Let us ask, what is to become of a married officer, living out of barracks, when on regimental piquet, or otherwise confined to barracks by duty all night? In such a case (which must happen constantly, for orderly-officers should always be in the barracks) the wretched Benedict must either intrude upon the good nature of another officer, or shiver away the winter's night over his own empty barrack-grate. Surely, Mr. Editor, it would not be a greater hardship were an officer deprived of a portion of his daily pay for the crime of matrimony; for I maintain, that the man who enters the Service, and more particularly he who purchases promotion with the expectation of certain pay and allowances, has a serious cause of complaint when deprived of either one or the other.

I am by no means an advocate for encouraging matrimony in the Service: but, on the other hand, so long as the duty is properly and conscientiously performed, it should not, and cannot possibly have any weight with the authorities, whether the officer passes his evenings by a domestic fireside, or in a more rattling circle at the mess. The saving by such a piece of economy is very trifling, indeed, to the country; but the deprivation, in many instances, is a matter of very serious consideration to the individual. If the object is to discountenance matrimony in the Army, let them

say so at once—or rather take a leaf out of the French regulation. But this, I should say, was not the origin of the objectionable Order; for it is well known that, when required by the country, the married man is as forward, as brave, and as deserving as the single man—and, perhaps, he might be considered to have a greater stimulant to exertion, for on his actions and merits rest, not only the honour and respectability of a family, but the prospect and happiness of his own children—which, alone, is a weighty consideration to a feeling and well-disposed man.

I have the honour to be, your obedient, &c.

A. O. C.

The Militia.

MR. EDITOR,—During the period of peace, there is no other topic amongst our political economists than retrenchment, and cutting down our military establishments to the lowest possible scale, without any reference whatever to their future efficiency; but when “the blast of war blows in our ears,” all these sage maxims are allowed to go to sleep. Would it not, however, be an advantage to look prospectively to the chances of a future war, and take such measures before hand as might, without impairing our real strength, tend to economize the means?

We now hear scarcely a word of the Militia—except occasionally the announcement of Captain So-and-so, vice some other deceased; and our attention to that branch of Service is totally placed in repose by its present non-activity—years having now elapsed without the customary “training,” and the force being substantially defunct. While the Militia is, therefore, in this torpid state, would it not be worth while to consider its constitution, and place it more in harmony with the rest of our military code? In doing so, it will be necessary to consider that this force, generally called constitutional, is the only one obliged to serve by force; and, consequently, although their services are limited, they deserve to be treated both with kindness and liberality.

Amongst the continental nations that have any establishments analogous to our Militia—such as the Landwehr and Landsturm of the Prussians, and the Sedentary Army of the Muscovites—these forces, that do not pass the frontier except under the greatest emergency, and are, of course, exempted from the toils and dangers of foreign war, receive only two-thirds of the pay of the active Army. According to our habits and modes of living, such a reduction of the pay of the private soldier would be impracticable; but I would suggest a trifling diminution:—the penny a-day given to the soldier of the Line, in lieu of beer, might be withheld from the Militiaman: this would scarcely be called a privation—and, indeed, would be but a small item of saving in the way of national expense: still it is something—it would serve as a sort of distinction; and slight as the difference might appear, I have no doubt it would be some little additional inducement to make the Militia soldier volunteer for the Line.

According to the original institution of the Militia, the Officers were obliged to possess a certain private income to entitle them to hold commissions, and these incomes were graduated according to their respective ranks. Now, nothing could be better calculated for ensuring the respectability of the officers, and bringing men forward who had a stake in the country; but by the increase of the Militia, and raising supplementary battalions, this very useful regulation was of necessity laid aside, as they could not have had sufficient officers without the admission of “younger sons of younger brothers,” &c.; but there can be no reason, in having recourse to the Militia, why this very wholesome rule should not again be put in force.

The officers being in this situation as to pecuniary circumstances, there can be no difficulty in proposing that their pay should be decreased to two-

thirds of that of infantry of the Line—or the same pay that the Army received in the year 1795. The officers of the Militia themselves could scarcely argue, that for the pleasure of changing their quarters in the country towns of England, and enjoying all the good things they produce, they should receive as much pay as those who are exposed to the fatigues and privations of the field, the chances of shipwreck, and exposure to noxious climates.

There could be no hardship to the juniors by this decrease of pay, because they would be in comparatively as good circumstances as their seniors, and in the Militia the messing is all paid according to rank, from fourteen to fifteen days' pay a month for dinner and pint of wine, under all circumstances. The adherence, also, to the original institution would, in addition, save to Government the pension of 40*l.* a-year to the Lieutenants.

The establishment of the Militia is about 70,000 men; but it was much increased during the last War, principally as a feeder to the Line: but in that point of view, it would be only necessary to increase the ballot, without augmenting the battalions—the Army would speedily provide for the supernumeraries; and according to the nature of the service of the Militia, they do not require so many officers, in proportion to their numerical strength, as the regiments of the Line.

We have had abundance of plans of economy in peace, but few extend to a period of war. Should these slight hints be well received, they may form an introduction to further views of that nature, to enable us in war (according to the Whig phrase) to husband our resources. W.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, January 20th, 1837.

MR. EDITOR,—Notwithstanding the influenza, which prevails to a fearful extent in this garrison among the people of the dock-yard, seamen, and others, so that little or nothing has been attended to for the last week, I will do my best to give you all the particulars of the transactions of the Port during the past month, premising, however, that they have been but trifling.

In consequence of the late promotion, Admiral Sir P. H. Durham, G.C.B., the Commander-in-Chief at the Port, shifted his flag from blue to white. The Admiral-Superintendent, Rear-Admiral Sir Fred. L. Maitland, K.C.B., changed his flag from blue to red. These operations were attended by the usual salutes from the men-of-war in the Port. A few other officers stationed here have also obtained their promotion, viz. :—

Col. Durnford of the Engineers in charge of the Garrison; Lieut.-Gov. Loring of the Naval College; Lieut.-Col. Geo. Jones of the Marines; Lieut. Watkins of the *Britannia*; Hastings of the *Excellent*; Eyres of the *Royal George Yacht*, in command of the *Pantaloon*; and Nott of the *Edinburgh*—the Senior Gunnery-Lieutenant employed from the *Excellent*. We believe the naval promotion has been generally satisfactory, for most of those who have gained a step deserve it. The numerous vacancies occasioned by the promotion have not all been finally arranged up to the time of my addressing you; the following only are known :—

Vice-Admiral Sir R. W. Otway, Bart. K.C.B., as Commander-in-Chief at Sheerness, in place of Admiral Fleeming, with Captain Charles Paget as his Flag-Captain in the *Howe*. Vice-Admiral the Honourable Sir C. Paget, G.C.H., as Commander-in-Chief in the West Indies and North America, in place of Admiral Sir P. Halket, promoted; Rear-Admiral Fred. Warren as Superintendent of this Dock-yard (which was officially announced to him yesterday); Rear-Admiral John Hayes, C.B., as Super-

intendent of Plymouth Dock-yard; Captain Cumby, C.B., as Superintendent of Pembroke Dock-yard; Captain Hyde Parker of the *Rodney*, as Superintendent of the Chatham Dock-yard; and Captain Sir John Louis, Bart., in that capacity at Woolwich Dock-yard; Captain John Hancock, C.B., to relieve Rear-Admiral Thomas in charge of the Ordinary at Devonport. As to the naval command in the Mediterranean, it is rumoured, that Vice-Admiral Sir W. Lake will have it; that Sir Fred. Maitland will supersede Sir T. B. Capel in the East Indies; and that Rear-Admiral the Hon. Geo. Elliot will either be the successor of Rear-Admiral Sir P. Campbell at the Cape of Good Hope and coast of Africa, or go out as Commander-in-Chief to South America; and Rear-Admiral the Honourable P. Bouverie to supersede Vice-Admiral Sir Wm. Hall Gage at Lisbon. I however believe that nothing definitive is settled, for the Board have quite enough on their hands for the next week or two, and there is no immediate hurry. The Lisbon, East India, and Cape commands are all to be vacant in the spring.

The *Edinburgh*, 74, Captain Dacres, is in the harbour, preparing to be paid off, having been upwards of three years in commission. She quitted Malta with the *Thunderer*, those ships having been relieved by *Vanguard* and *Bellerophon*. The *Edinburgh* had a very tedious passage of fifty-two days, and consequently nothing to communicate in the shape of news. She brought home Lieut.-Col. Parke, C.B., Royal Marine Artillery, and Capt. Gibsons's company of that corps, who, on leaving the *Edinburgh*, were highly complimented by Captain Dacres for their general good conduct during their sojourn in her. The *Castor*, having been upwards of four years in commission, the greater part of the time off the coast of Spain with Captain Lord John Hay's broad pendant, has arrived in England, and been despatched to Sheerness to be paid off. Lord John will have the *North Star* instead; and Lieutenant the Honourable S. Carnegie has put her in commission, and will proceed to fit her out so soon as he can get seamen. A considerable number will join from *Castor*. The *North Star* will be a sort of guard-ship at Santander, and bear on her books for wages and victuals all the marines and engineers, marine artillery, &c., that are employed on that coast.

A very large supply of stores, clothing, provisions, ammunition, &c. &c., is constantly on the move out. The *Inconstant*, as I told you, carried out arms and ammunition. The *Samarang* had on board seventeen cases of muskets and other warlike implements; and after landing them at Santander, was to proceed to her final destination—South America. The Hotspur transport called in here on her way to Lord John, filled with stores, and we hourly look for the *Rhadamanthus* steamer from the river, also proceeding to the same spot, with munitions of war, blankets, &c. If the British Government purchase the island of Cuba, the value of the immense supply of stores, &c., which have been furnished to the Spanish Government will make a handsome set-off in the purchase-money.

The Sovereign transport arrived the other day from the Mediterranean with invalid soldiers from the regiments at Malta, Corfu, and Gibraltar. She contrived to overrun her port and get on the Owers, but luckily off again without much damage; having had an additional party of invalids put on board from the infirmary of this garrison, she has gone on with them to Chatham. It is to be hoped the report that the Invalid Depot at that place being about to be abolished, and the sick sent to Deptford Dock-yard, will prove correct; for it is a cruel thing to move the poor fellows out of transports at the Nore, and then give them a long pull of fifteen or twenty miles up the Medway; whereas if the Depot is transferred to Deptford Dock-yard, the men can be landed direct from the vessels which bring them home.

The *Confiance* Steamer has been here, and since gone to Malta to relieve, or rather take the place of, the *Medea* Steamer attached to the flag-ship.

She had on board 20,000*l.* in specie for the use of the Government authorities, to pay the troops, seamen, &c. &c. The above embraces all the shipping news. The Griffin is at Spithead, and will proceed in a few days to the West Indies, and is to be employed to cruise off the island of Cuba in search of pirates. The Princess Charlotte and Pelorus are ready for commissioning; the former is no doubt to be the flag-ship in the Mediterranean. The Volcano Steamer came from the river last night, and will leave the Dock-yard on Wednesday, and is to be at Falmouth by the 28th instant, to convey out the next Mediterranean mail.

Two of the old line-of-battle ships that have been in the harbour some years, viz. :—Prince and Venerable, were sold out of the Service last week, and realized quite as much as they were worth. The Prince many years ago was lengthened, but the experiment never answered. Admiral Sir Charles Cotton hoisted his flag in her shortly after the work was performed, but he soon discovered that neither her sailing nor any other qualities were improved by the operation, and he shifted his flag into the old Prince George. The Prince, after the Royal William was removed from Spithead and broken up, took the flag of Admiral Sir Richard Bickerton about twenty-three years ago, and after the war was over, being brought into harbour, remained in ordinary until selected as receiving-ship for the Captain-Superintendent of the Ordinary, and the other day her place has been occupied by the old Victory. The other ship, the Venerable, was not Lord Duncan's flag-ship at Camperdown. She was considered a handy 74-gun ship; but latterly got old and crazy, and, not being worth the expense of repair, was very properly sold out of the Service. Her last employment was flag-ship in the West Indies, when Sir P. Durham was Commander-in-Chief.

The Admiralty and the Board of Ordnance have consented to the formation of docks in the town, and a pier at the old Sallyport. Both will prove of great convenience. In my next I hope to be able to give you a clear description of them.

P.

Plymouth, January 21, 1837.

MR. EDITOR,—I have been looking over my journal of local naval events for the past month, and have transcribed from it the few following facts and observations.

On the 24th ultimo, which was subsequent to the date of my last communication, the Renard, packet, having been examined by the shipwrights of the dock-yard, and found to be in a defective condition, was ordered to proceed from this port to Chatham, to be paid off. She was detained a few days by the north-easterly winds which at that time prevailed, but went down into Barnpool on the 28th, and sailed for the river on the 5th of January.

I visited the dock-yard on Monday the 26th, and found that the people had a holiday—Christmas-day having fallen on a Sunday, and it having been the custom, from time immemorial, to allow the workmen to keep this festival, and to be paid a day's wages, which, at this inclement season of the year, and under the present reduced rate of daily labour, is doubtless received by them with gratitude as a most acceptable boon.

The Scylla, 18, Hon. Captain Denman, was commissioned on the 29th.

I must commence my naval intelligence for the new year, by mentioning the arrival of two steam-vessels—the Comet and Messenger. The former brought the accounts of the action which led to the relief of Bilbao. Her commander, Lieutenant Otway, who has since been promoted, immediately proceeded to London with despatches, the nature of which is already too well known to make it necessary to allude to them at this period. Lieut. Gordon, late of the Phoenix, and formerly of the Rhadamanthus, who is considered to be a very active and enterprising officer, succeeds to the command of the Comet.

The other steamer, the *Messenger*, which came from Portsmouth, is, I believe, intended to be permanently stationed at this port, to be used as a "tug-boat,"—a description of vessel often very much wanted, as it is constantly occurring that ships are either detained in, or prevented going out of, harbour, by adverse winds, at times when delay is attended with serious inconvenience to the Service. The advantages of keeping a steam tug-boat at a port like this, have often been hinted at; and I trust that we shall soon know, from experience, the utility of having a vessel of that kind always at command at the naval arsenal. The facilities which it will afford are not confined merely to the transporting of vessels, but may be extended with benefit to the landing of stores and provisions, from ships dismantling and preparing to be paid off: and the only question is—what description of vessel will be best suited to meet general purposes? Perhaps a mere engine-boat, with such fittings only as are really necessary to the working of the machinery, and capable of receiving the requisite quantity of coals for any casual service within the limits of the port, would be found to be the most handy and most economical kind of tug-boat, in every point of view: for I cannot see what occasion there can be for having tug-boats built and equipped like ships which are destined for long voyages, with masts, rigging, anchors, sea-stores, accommodations for officers, crew, &c.,—unless, indeed, it be considered desirable that vessels which are used as tug-boats shall also be made available for making passages from one port to another, in which case they cannot, of course, be of so simple and inexpensive a construction as they might otherwise be.

On the 4th instant, the *Comet* was brought alongside the jetty at the dock-yard, where she remained a week, to have her defects made good, and to take coals on board; and on the 14th she again started for Spain. The *Wolverine*, brig, 16, recently built at Chatham, arrived from Portsmouth on the 4th of the month, on her way to the Mediterranean. She is a fine craft, of the Naval Surveyor's construction, and is of the same principal dimensions as the *Snake*, *Serpent*, *Harlequin*, *Lily*, *Racer*, *Kingdom*, *Sappho*, and *Wanderer*. I send you the following particulars respecting her, by which you will perceive that these new brigs are forty-six tons larger than the old 18's, which were 100 ft. long, 30 ft. 6 in. broad, and 382 tons burden; and that they are 193 tons larger than the 10-gun brigs which have been employed in the packet service, which are 90 ft. long, 24 ft. 6 in. broad, and 235 tons burden.

DIMENSIONS OF H.M. BRIG WOLVERINE.

| | Ft. | In. |
|--------------------------------------|-----|------|
| Length on gun-deck | 100 | 6 |
| Length of keel for tonnage | 78 | 7 |
| Breadth, extreme | 32 | 4 |
| Depth in hold | 15 | 2 |
| Burthen in tons | 428 | tons |

That splendid frigate the *Inconstant* arrived in the Sound on the 5th, from Corunna, whither she had conveyed 10,000 stand of arms. She was towed into harbour on the 11th, by the *Messenger*, and placed alongside a hulk until the 19th, when she was brought to one of the jetties preparatory to coming into dock. This ship is an object of great attraction, in consequence of the undisputed success that has attended her trials of sailing with her competitor the *Pique*. Her magazines and store-rooms are disposed of in a manner similar to most other frigates in the Service, which was not the case on board the *Pique*, her magazines being placed amidships. The difference in the internal arrangement of these ships, and many other points which are known to affect a ship's sailing qualities, have been a good deal discussed here, as the rivalry between the *Inconstant* and *Pique* has terminated in a result which every one is endeavouring to account for according to his own notions, whether derived from theory or experience. I think it is much to be regretted that that fine frigate the

Castor has not sailed in company with the Pique and Inconstant during some of the late trials.

The Cornwallis, 74, Captain Sir Josias Rowley, anchored in the Sound on the 6th, and was towed into harbour by the Messenger on the same day as the Inconstant. She unbent sails, and stript her foremast and bowsprit for the purpose of examination.

The Talavera, 74, Captain W. B. Mends, was docked on the evening of the 6th instant, and remained in dock four days, during which time her copper underwent examination, and her bottom was cleaned down. The morning after the Talavera was taken into dock, the new steam-engine pump was set to work for the first time, to get the water out of the dock. It appears that the northernmost dock at this yard has generally about five feet water left in it at low-water spring-tides; and in order to get rid of that water, chain-pumps have hitherto been employed, which have been worked by horse-power. The horses are hired by contract; they are permitted to travel at a pace of about three miles an hour, and, when sixteen horses are at work, they can pump out the water at an average rate of one foot per hour. The steam-power now employed performs the work in one-fourth the time, or at the rate of four feet per hour. The pumping-engine is one of 18-horses' power, made by Boulton and Watt, of Birmingham; the cylinder of the pump is thirty-four inches in diameter; the length of the stroke is six feet; and the piston performs fourteen strokes per minute: consequently, a volume of about fifteen tons of water is discharged from the dock per minute, allowing thirty-five cubic feet of water to the ton.

The Thunderer, 84, Captain Wise, came into the Sound on the morning of the 7th. The powder-hoy was soon alongside her; and in the course of the forenoon she was towed into harbour by the Messenger. It is now four years since the Thunderer touched at Plymouth, on her way from Woolwich to the Mediterranean; and if I remember right, she was then supplied with 90 tons of ballast, in addition to 120 tons at that time on board; and since she has been in the Mediterranean, she has been supplied with 100 tons more, making the total quantity 310 tons. She has now the character of standing up well under her canvass, and is considered to sail in all respects as well as the Ganopus, and other vessels of her own class, though not by any means equal to the experimental ships Barham and Vernop, to which the attention of the naval world has been so particularly directed. There are a few peculiarities in the arrangements of the Thunderer not unworthy of mention—I allude to her magazine being placed amidships, and the plan of berthing the ships' company upon the orlop, instead of the gun-deck, additional beams being introduced below the orlop in the midship part of the ship, for a cable-tier. After a reasonable trial of the proposed new plan of messing upon the orlop, it has not been persevered in, but the men are now berthed on the gun-deck, as usual.

The Trinculo, 16, Commander E. Coffin, was commissioned on the 9th instant.

The Comus, 18, originally named the Comet, one of Professor Inman's ships, and built, as I am informed, after the lines of the Orestes, was undocked on the 12th instant; and the Crocodile, 28, was taken into the same dock on the same day.

Lord Amelius Beauclerc, the Port-Admiral, shifted his flag from blue to white at the main on the 12th, and the flag was saluted with the customary honours.

On the 16th instant a very numerous and respectable meeting took place at the Town-hall, Devonport, at six in the evening, in pursuance of an advertised notice to that effect, signed by many of the most influential residents of the town, for the purpose of "expressing to Rear-Admiral Superintendant Ross their regret at his being about to quit his present command, and of marking their sense of the obligations which the inha-

bitants of this town are under to him for his courteous and obliging conduct to them on all occasions during his residence among them." The names of the twenty-six individuals who signed the requisition showed that persons of very opposite politics could for once sink political differences to manifest a common feeling of respect and attachment to an individual who has, in a very unusual degree, gained the esteem of every one in the neighbourhood. There could be no mistaking the sense of the meeting, which responded with great enthusiasm to every eulogium of Rear-Admiral Ross that fell from the several speakers. On one point alone there seemed to be—but to a small extent only—a want of unanimity, which was with reference to the expediency of a proposed resolution "That a respectful memorial be prepared and presented to the Lords Commissioners of the Admiralty," upon the ground that, although the removal of Rear-Admiral Ross from his command as Superintendent of the Dock-yard was believed to be in contemplation, yet, as it was not positively known that the Admiralty had made final arrangements to that effect, a petition from the inhabitants of this town might be the means of retaining him in his present capacity. A resolution was carried by an overwhelming majority, that a memorial to that effect be forwarded to the Admiralty, and the meeting, after vehemently cheering, with "three times three" for Rear-Admiral Ross, broke up at nine o'clock.

It is not by the townspeople only that this gallant and kindhearted officer is held in such high estimation, for it is notorious to all who have opportunities of forming an opinion on the subject, that every one also who is in any way officially connected with him has reason to speak, and does speak, in terms which must be gratifying to any one who values the good opinion of his fellow-creatures. It has often been remarked that, whenever the people of this Dock-yard have convened meetings to petition for a redress of grievances, such as the Classification system, and other conceived hardships, which have been the cause of public meetings here and elsewhere, their meetings have not been characterized by a very strong spirit of discontent; and this has been attributed to a feeling on their part that the difficulties under which they have laboured can be more cheerfully borne while serving under the command of one who has a great portion of their comfort in his hands; and who was never known to deny to any individual under his authority any reasonable indulgence consistent with the regulations of the Service.

Rear-Admiral Thomas gave a dinner on the 18th instant to the officers of the Ordinary under his command. Captain Hancock succeeds that gallant officer, whose removal is consequent upon his promotion to flag-rank.

The Scorpion, Lieutenant Holland, arrived on the 19th from Mogadore, and came forthwith into harbour to be paid off.

It was attempted to dock the Inconstant last evening (the 20th), but as there was not sufficient water to bring her in, she will not be taken into dock until Monday next, the 23rd instant. The Hercules, 74, Honourable Captain Berkeley, anchored in the Sound yesterday: her return has been looked for daily, it having been expected that the gallant Representative for Gloucester, who commands her, would be in his seat at the opening of Parliament. The Hercules sailed again this afternoon for Portsmouth.

Rhadamanthus steamer, Lieutenant Duffin, came into the Sound last night from Woolwich, and came up the harbour this afternoon for coals: she will proceed immediately to Falmouth, and thence to Santander. There is a great deal of sickness on board, not less than twenty-seven of her crew being on the doctor's list. There is also a great deal of illness on board the commissioned ships at this port, to the extent perhaps of one in four, upon an average, on board each ship; and there are, at the least, 100 persons belonging to the Dock-yard unable to attend duty from attacks of the influenza, which is very prevalent, and in many cases has been attended with loss of life.

The ships at the jetties are the *Inconstant*, 36; *Stag*, 46; *Scylla*, 18; and *Trinculo*, 16; in commission: also the *Agincourt*, 74, and *Wizard*, 10, bringing forward for sea-service. The ships in dock are the *Wellesley*, 74; the *Druid*, 46; *Fisgard*, 46; and *Crocodile*, 28. Those in commission afloat are the *Royal Adelaide*, 110, flag-ship; the *San Josef*, 110; *Talavera*, 74; *Cornwallis*, 74; *Savage*, 10; *Partridge*, 10. The ships building are the *St. George*, 120; *Nile*, 92; *Hindostan*, 80; *Flora*, 36; and *Sappho*, brig, 16. It is expected that the *Sappho* will be launched the first week in February.

D.

Milford Haven, 17th January, 1837.

MR. EDITOR,—Anxiety respecting the long looked-for promotion had in this Port fully attained the high-pressure point, when fortunately the result became known down here. Had the suspense been continued much longer, an explosion must either have taken place or the old veterans would certainly have been affected with monomania, for on one point they would at least have suffered madness, viz., that of the extent to which the promotion was to have been carried. The parties connected with the same in this Port are Captain, now Rear-Admiral Sir Charles Bullen, Superintendent of Pembroke Yard; Major, now Lieutenant-Colonel Edward Bailie, Royal Marines, Commandant of the Dépôt there; and Captain, now Major Henry John Savage, Royal Engineers, under whose superintendence the works at the Post-Office Packet Station at Hobb's Point were constructed. The former has been superseded by Captain W. Pryce Cumby, R.N., now the Senior Captain on the list; and the latter has been ordered to foreign service, and is gone to the Mauritius.

The Vulcan Steamer, Lieut. Corner, employed along the coast for the prevention of smuggling, has been on this station for the past month. Captain Dean, R.N., Inspecting Commander of this district, has been visiting the different outports in her. She still remains here, as the Sky-lark revenue-cutter has not yet completed her repairs, and continues on the ground.

On the 25th the Goodwill Dock-yard lighter returned to this Port, after an absence of nearly three months. The following day she sailed for Waterford, and on the 12th returned again. Last Saturday an order was received up at the Dock-yard, stating the Packet Establishments throughout the kingdom were transferred from the Post-office Department to the Board of Admiralty, and directing the Superintendent to take charge of the one in this harbour. E. Anson, Esq., the agent for packets up there, was also ordered to place himself under the directions of the Captain-Superintendent. The establishment alluded to consists of an agent, storekeeper, and one clerk, with four steam-packets, viz., the *Crocodile*, *Vixen*, *Sybil*, and *Aladdin*, together with the necessary number of engineers, blacksmiths, &c. The whole will be taken charge of by the Superintendent.

The first half-yearly examination of the Shipwright Apprentices in Pembroke Yard took place last week before T. F. Hawkes, Esq., master shipwright, and T. Pretions, Esq., the assistant, relative to their improvement in their studies. The prizes were presented by Rear-Admiral Sir Charles Bullen. The first was awarded to Edward Thomas, and the second in merit of Henry Raines. These prizes, consisting of sets of drawing instruments, value 45s. per case, are granted by the Admiralty to stimulate these youngsters in the prosecution of the scientific part of their trade, and the emulation thus created is far beyond what could be imagined. Similar rewards are to be granted quarterly. The draughtsman of Pembroke Yard, Mr. Wm. George, is employed by the Admiralty to instruct these youths on Saturdays not only in "the lines," as it is technically called, but in writing, arithmetic, &c. It is a general thing throughout the naval arsenals, and originated in a suggestion of Mr. Burdwood, an officer of

Pembroke Yard. There are only thirteen apprentices now in that establishment, but it is expected the number will be greatly augmented early in the ensuing spring.

The Pembrokeshire United Service Club gave their second annual ball on the 12th inst. It was conducted on the same style of magnificence which distinguished that of last year. This club consists of Army and Navy officers, whether on full or half-pay—those of the militia and yeomanry—the Commanders of the Post-office Packets—the principal officers of the Dock-yard, together with the Lieutenancy of the County, and a few civilians,—all to be residents in Pembrokeshire.

The casualties have so reduced the strength of the marine detachment at Pembroke during the last two years that the relief is expected to take place early the ensuing summer. Lieutenant-Colonel Bailie, the Commandant, Lieut. H. Savage, Quartermaster, and T. Prior, Esq., the Surgeon, are stationary at the Dépôt, but all the others, both officers and men, are exchanged every year. Last summer, however, there was no relief, from the want of men at the different head-quarters.

Mr. Kellock, the boatswain of Pembroke Yard, had a narrow escape of his life. A derrick, the guy of which he was holding gave way, and precipitated him from the summit to the bottom of the dry dock. It was a wonder he was not killed on the spot. He is slowly recovering.

G.

Sheerness, Jan. 21, 1837.

MR. EDITOR.—The alterations that will take place at this port, in consequence of the late promotions, are—that Admiral the Hon. C. E. Fleeming will be superseded by Vice-Admiral Sir R. W. Otway; Captain Alexander Ellice (Flag-Captain), by Captain Freemantle; and Rear-Admiral Sir James Gordon (Superintendent of Chatham yard) by Captain Hyde Parker.

Flamer, steam-vessel, Lieut. Com. Potbury, arrived on the 22nd ultimo, for the purpose of examination, being considered defective; but having no dock vacant, she has been in the mean time employed at this port. On the 5th instant, the **Blenheim**, 74, after being taken out of the Basin, was towed to her mooring by her. On the 6th instant, she proceeded to Chatham for the **Hawke**, 74, and returned with her the following day. On the 9th she was docked, and is now under repair.

The Confidence, steamer, Lieut. Com. W. Arlett, arrived on the 25th ultimo. On the 28th, she sailed for Falmouth, on her way to the Mediterranean. She takes 20,000*l*. in silver for the Commissariat of Corfu and Malta. She will be attached to the flag-ship as tender.

On the 26th ultimo, the **Liverpool of Halifax** (in ballast), bound from London to New Orleans, was driven on shore, during a severe gale, accompanied by a great fall of snow. She has since been got off with trifling injury.

The Griffon, 3, Lieut. Com. D'Urban, was taken out of the basin on the 5th of the month; and went out of harbour to the Little Nore on the 7th. She has had so many of her officers and crew sick, that an Assistant-Surgeon from the Carysford was lent her for several days. She sailed on the 14th for Portsmouth, on her way to the coast of Africa.

On the 9th, the **Gipsy** (tender to the flag-ship) went out of the basin, her fittings being completed.

The Rhadamanthus, 4, steamer, Lieut. J. J. Duffil, arrived on the 18th, and sailed the next day.

The Dido, 20, Captain Davis, being nearly ready for sea, was taken out of the basin on the 19th. The **Powerful**, the same day, went out, having been unrigged, and her stores taken out.

REVIEWS AND CRITICAL NOTICES.

THE HISTORY OF THE PENINSULAR WAR, BY COL. NAPIER. VOL. V.

"TRUTH," says Colonel Napier in his preface to his work, of which it has become our business to introduce to our readers' notice a fifth portion—"Truth being the legitimate object of history, I hold it better that she should be sought for by many than by few; lest for want of seekers, amongst the mists of prejudice, and the false lights of interest, she be lost altogether." A wise and prudent maxim this, a due attention to which seems essential in him who undertakes to write on any subject, but which, if forgotten by the historian, will render talent and information, and even genius itself, of no avail to fit and prepare him for his office. How far has the gallant Colonel himself kept his own golden rule in mind while following out the plan of his history? It would be idle to put this question now either to ourselves or others; for it has been answered long ago by the voices of all who have read his book, whether friendly or hostile to the peculiar views which it has been Colonel Napier's pleasure to adopt.

We have reason to believe that the gallant chronicler of the war in the Peninsula is dissatisfied with the terms in which we have felt ourselves bound to speak of the preceding portions of his work. We should have been surprised at this had not experience long ago convinced us that in exact proportion to the promptitude which men display in criticising the conduct of others, they are themselves tenacious in resisting the right of the critic to deal with their own. So far is Colonel Napier from being justified in charging us with an unkindly feeling towards him that our bias has hitherto been entirely to the other side. We have not, indeed, considered it necessary to bolster up all his fantasies, nor yet to vouch for statements the inaccuracy of which happen to have been demonstrated. Neither have we gone with him in his harsh attacks upon the professional character of individuals. Of his politics, we have uniformly spoken in terms of unmitigated disapprobation, as uncandid, ungenerous, and, as we think, entirely subversive of the best interests of the country. But we have never undervalued either his great talents or his extraordinary powers of application and discernment. His style may here and there be inflated; his taste, to say the least of it, equivocal, and his temper that of a partisan, not of a historian; but his work is a great work notwithstanding, and will continue to be read as long as the memory of the events described in it shall survive. We repeat then that Colonel Napier has no right to charge us with being among the many who, in his misplaced and misquoted motto, he has judged it expedient to say, "trouble and persecute him." And as to others, truly it appears to us that these attacks have all been brought on by the Colonel's movements in aggression. If a man will kick down a bee-hive, he must lay his account with getting stung; if he who lives in a glass-house will throw stones, he must take the consequences.

What shall we say of the volume that now lies upon our table? That it abounds with beauties; that it is clear and lucid in its details; that even where the moral sense is shocked you feel that no common hand has struck the blow. Our readers are prepared to expect all this; for he who could carry general attention along with him at the very outset of his career as a writer, is not likely, now that he has become habituated to the office, to falter and grow dull. Moreover, the scenes into which it has become his province to guide the reader present nobler and grander features at every step, because the campaigns of 1812 and 1813, were far more imposing and systematic than any that preceded them. It is no longer of the movements

of petty corps that the historian has to speak. Except when dealing with the *partidas*, he brings enormous masses into the field; and whether in march or in combat, he wields them with a magic power that makes all the evolutions intelligible, or apparently intelligible, even to the mind of the civilian.

Now, as this is no easy task to accomplish, so the fact of having accomplished it indicates that faculties of a very high order have been brought to bear upon it. We question whether in any of his preceding volumes Napier has displayed so much genius as in this. We do not mean to assert that he is in every instance correct, either in his narratives or his remarks; but we defy any one to read the volume through without being forced, at its conclusion, to acknowledge that the work of a great master has passed through his hands.

What shall we say of the volume that now lies upon our table? That it is full of faults both of style and matter; that it presents the picture of a mind lacerated with the wounds that have been inflicted on its vanity, and thrown from its balance by the weight of personal and political prejudices. For this, too, our readers are, we suspect, prepared. The press has been too busy with discussing the merits of his former volumes not to have stirred up every latent passion in the breast of the author, and a consciousness of his own imprudence, as well as of the decaying influence of his party, seem to have overclouded the politician's judgment altogether. How can we expect to find the speaker at the Bath dinner in any other condition now than that of an angry and disappointed radical? Would it be reasonable to look for good-humour in the author whom the *Quarterly Review* has so unmercifully scarified? And last, but not least, to have it publicly announced that the Duke of Wellington has never read one word of his production! What historian, ambitious of present praise or future fame, could possibly be made aware of that and retain his self-possession? We are sincerely sorry that he should have disfigured his book with the grievous blots that pervade this portion of it.

The first fault that we have to find with the volume under notice appertains to the introductory chapter. What right has the historian of the war in the Peninsula to mix up with details of such vast public importance his own squabbles with reviewers, or, it may be, with personal antagonists. If Colonel Napier considered it necessary to answer the strictures in the *Quarterly Review*, and to pour out abuse upon Mr. Robinson and Mr. Perceval, he was quite at liberty to indulge in his own humour; but it is not fair upon the public to thrust these specimens of polemical logic into the very heart of a work which affects to give an unprejudiced account of the most glorious struggle in which England was ever engaged. Colonel Napier is sore, we have been told, because a charge of vanity has been brought against him. Was there ever such a proof of inordinate vanity as this introduction to his fifth volume displays? But that is not all. The tone and temper of the said introduction are discreditable alike to his good sense and good heart. With respect to his dispute with the *Quarterly Review*, we are not going to intermeddle with that at all. The *Quarterly* can defend itself; and we rather think the historian is aware of this, inasmuch as he pleads guilty to not a few of the charges which his critic brings against him. Neither shall we interpose between him and Mr. Robinson. Mr. Robinson, by attempting to do that for which neither his experience nor his talents qualify him, has laid himself open to rebukes from many quarters, some of which—and these sharp enough—have appeared in the letters of our own correspondents. But to the gallant Colonel's mode of dealing with Mr. Perceval we cannot apply terms sufficiently condemnatory.

The portion of history embraced in this volume extends from the beginning of 1812 to the month of June in 1813. Its main features are the

advance of the allies to the Tormes; the occupation of Salamanca; the retreat of Marmont upon the Duero; his rally there; the retrogression of Lord Wellington to the Arapilles; the battle of Salamanca; and the subsequent advance to Madrid; the siege of Burgos; the retreat to the Portuguese frontier; and, finally, the brilliant march from the Tormes to the Ebro; the battle of Vittoria, and the flight of Joseph into France. Interspersed with these we have, as usual, a large stock of political digressions; an account, wonderfully clear, of the partisan warfare carried on by the Spaniards; details of the operations in Catalonia and Alicante; with criticisms, counter-projects, speculations, praise, and blame, all cast forth with a free hand, if not with a very considerate judgment. We are not going to forestall the gratification which awaits the reader of the volume itself, by giving any outline of the story, but shall content ourselves with animadverting here and there on such points as have struck us with the greatest force, both as excellencies and defects in its general composition.

Within the compass of four pages, and these the first four in the volume, we meet with two or three instances of bad taste, as conspicuous, and, one of them at least, as little anticipated on our parts, as can be well conceived. Colonel Napier could not, of course, tell the story of the war in Spain and Portugal without indulging in his accustomed pastime—a sweeping abuse of the English Government. We were neither surprised, therefore, nor distressed, when we found Lord Liverpool's administration alluded to as "the dregs of the Tory faction;" the Tory faction comprising at that time almost all the intelligence, the rank, the respectability, and wealth of the country; and these, its dregs, numbering among their lees such men as Lord Castlereagh, Sir Robert Peel, Mr. Canning, Mr. Huskisson, Lord Eldon, and others of similar shallowness of capacity. The absurd story, likewise, invented we believe by Cobbett, never credited even at the moment in respectable quarters, and long since scouted as it deserves—the foolish fable that Perceval owed his rise to the influence of fear on the mind of the Prince Regent is gravely adverted to. Is it possible that Colonel Napier really gives credence to such a fable? or is the story introduced for the purpose of trying how much of inanity the reading public will endure at the hands of a man of genius. For our own parts we are inclined to take the latter view of the subject, and shall not, therefore, dwell upon the circumstance farther than to suggest that the gallant historian had better not indulge in similar experiments too frequently. Yet even these things are trifling, as inroads upon good taste, when compared with others that remain to be noticed.

Mr. Perceval, as all the world knows, was foully murdered in the lobby of the House of Commons. The catastrophe sent at the instant a moral shock through the land, to which we remember no parallel. All classes of persons, no matter what their political sentiments might be, felt their hearts die within them, and asked one of another, whether this were but the commencement of a series of judgments under which England was to perish. Yet Colonel Napier, when alluding to the sad event, coolly says, "However, on the 11th of May Perceval was killed in the House of Commons, and this act, which was a horrible crime, but politically not important either to England or the Peninsula, produced other negotiations." Now, can Colonel Napier's taste have become so thoroughly vitiated that he is unable to see that such language, even when it comes from a rancorous political opponent, jars against the feelings of every man of gentlemanlike feelings. What! speak of the assassination of an English gentleman, and he the prime-minister of England, and say merely that "he was killed;" and that though it be a horrible crime to kill, yet in this particular instance the benefits to the country go far to make us forget the means by which they were attained. We cannot allow ourselves to

characterise such writing as it deserves, lest we should overstep the line which ought always to circumscribe a critic's censure. However, the Colonel can be complimentary as well as severe when he likes, and exhibit the same taste in bestowing his praises as in his censures. After telling us that Lord Wellington obtained by degrees greater ascendancy over the Cabinet, and gave a tone to its military policy, he observes, "Many practical improvements had also been growing up in the official departments, especially in that of War and the Colonies, when Colonel Bunbury, the Under-Secretary, a man experienced in the wants of an army on service, had reformed the incredible disorders which pervaded that department, during the first year of the contest."

We have no doubt that Colonel Bunbury did his duty well as Under-Secretary in the War Department; though we may hesitate before we believe that all the merit of reforming its "indescribable abuses" appertains to him. But it was quite natural that Colonel Napier should think so, whether he said it or not. Why? Because Colonel Bunbury is the historian's brother-in-law!

The next thing which strikes us as indicative, not only of a diseased taste, but of a perverted judgment in Colonel Napier, is his continued praise of Napoleon's nobleness, generosity, genius, and lofty sense of honour. For, while we find nothing more than "talents" attributed to the Duke of Wellington, as for example, "Marmont's reputation was great, yet hitherto the essays had been in favour of the Englishman's talents;"—something far above "talents" is attributed to Bonaparte; "for such was the influence of Napoleon's stupendous genius, that his complete success in Russia and return to the Peninsula with overwhelming forces, was not doubted even by the British commander."

Now, really this goes beyond a joke. Had the genius of Napoleon been indeed stupendous, one or other of two events would have occurred: either he never would have undertaken his mad march into the heart of Russia, or with the 400,000 men which he carried in his train he would have conquered. Alexander the Great subdued the whole East with less than 30,000. But Napoleon, it seems, could not help himself. Being "a man capable of sincere friendship, he had relied too much and too long on the existence of a like feeling in the Russian Emperor," and was at last "forced by resistless circumstances into the Russian war." To be sure he was; but these circumstances were of his own creation. Rendered giddy by success, he could not endure that anywhere throughout Europe his mandates should be disobeyed; and seeing that the Russian nobles would not ruin themselves and their country to gratify his hatred towards Great Britain, he poured his legions into the far north. Yet "Napoleon was a man capable of sincere friendship." Why not of sincere magnanimity too? Witness his behaviour to the Queen of Prussia after the battle of Jena, when, by his base and unmanly invectives, he wrung tears from her eyes. Witness his querulous and contemptible conduct in St. Helena; and above all, witness what may be called the last act of his life, his bequeathing a legacy to the scoundrel who shot at the Duke of Wellington when driving into the court-yard of the Ambassador's house at Paris. Was Colonel Napier aware of the latter fact when he penned such extravagant encomiums on the real hero of his tale; or having been ignorant of it then, will he doubt it now? If so, let him go to Doctors' Commons, where the will of Napoleon is deposited, and he will find in it a clause which not only makes the bequest just specified, but also, with the most perfect disregard even of public opinion, states the grounds on which it is made. We have no patience for the spirit which seems to actuate Colonel Napier in all his notices of the late French Ruler. A man of extraordinary talent we admit Napoleon to have been. But of true genius he never possessed a spark; for true genius renders a man just, as well as

brave, honourable, disinterested, and above all, incapable of playing either the tyrant in success, or the base, contemptible growler and assassin when adversity overtakes him.

It is a curious fact—but if Colonel Napier's reasoning be sound it is a fact,—that the allies succeeded and the French failed in the memorable struggle in the Peninsula, simply because the latter neglected to follow in all things the instructions which Napoleon from time to time conveyed to him. Had the King—for so the usurper is always designated—been more pliable—less of a monarch, and more of a general—nay, had he yielded his judgment in all things even to Soult, neither the “talents” of the English leader nor the bravery of his troops could have prevailed to drive him out of Spain.

“Menace your enemy's flanks,” says the Colonel; “protect your own, and be ready to concentrate on the important points. These maxims contain the whole spirit of Napoleon's instructions to his generals after Badajos was succoured in 1811. At that time he ordered the army of Portugal to occupy the valley of the Tagus and the passes of the Gudos mountains, in which position it covered Madrid, and from thence it could readily march to aid either the army of the south or the army of the north. Dorsenne, who commanded the latter, could bring twenty-six thousand men to Ciudad Rodrigo, and Soult could bring a like number to Badajos; but Wellington could not move against the one or the other; he could not move against Marmont without having the others on both flanks, and he could not turn his opponent's flanks save from the ocean. If, notwithstanding this combination, he took Ciudad Rodrigo and Badajos, it was by surprise; and because the French did not concentrate on the important points, which proved indeed his superiority to the executive general opposed to him, but in no manner affected the principle of Napoleon's plan.”

This is good, but it is not all that deserves notice. Napoleon, it seems, was “supernaturally gifted in warlike matters.” We always thought so, and are glad to have our opinion confirmed by such authority. It was this wonderful “prescience” which caused him to linger in Moscow after that city had become incapable of supplying the wants of his troops. It was the same prescience which made him fight at Leipsic, with a deep and rapid river in his rear; it was the same “supernatural gift” which caused him to dash at the battle of Waterloo in such a manner as that a repulse could not fail to bring about his own overthrow. But Napoleon stands not alone as Wellington's superior.

“To fulfil the conditions of the Emperor's design, Marmont should have adopted Soult's recommendation; that is, leaving one or two divisions on the Tormes, he should have encamped near Baños, and pushed troops towards the Upper Agueda to watch the movements of the allies. Caffarelli's divisions could then have joined those on the Tormes, and thus Napoleon's plan for 1811 would have been exactly renewed; Madrid would have been covered, a junction with the King would have been secured; Wellington would scarcely have moved beyond the Agueda; and the disaster of Salamanca would have been avoided.”

Will anybody credit that these are the historian's observations, called forth by the campaign which may in some sort be said to have ended by the battle of Salamanca! Not one word is said of the skill, the patience, the extraordinary foresight, which, on the part of the English General, paved the way to this battle, nor yet of the assistance which was rendered to him by the desultory movements of the Spaniards—inoperative, if you please, when regarded by themselves, but very harassing to an enemy, and fatal to his arrangements. On the contrary,—

“The secret of Wellington's success is to be found in the extent of country occupied by the French armies, and the impediments to their military communication. Portugal was an impregnable central position, from whence the English General could rush out unexpectedly against any point. This strong post was, however, of his own making; he had chosen it, had fortified it, had defended it; he knew its full value, and possessed quickness and judgment to avail himself of all its advantages; the battle of Salamanca was accidental in itself, but the tree was planted to

bear such fruit, and Wellington's profound combinations must be estimated in the general result."

What a strange medley of truth and error and bad taste is this! If Portugal were indeed "an impregnable position," how came Sir John Moore, Colonel Napier's second idol, to neglect it? Would it have been impregnable had all the power of the French armies been used against it? "The secret of Wellington's success lay in the extent of country occupied by the French armies." Why was this extent so occupied? Because the French were not masters of one foot of ground except where their columns moved or their camps stood; and the removal of either from one province of Spain to another would have been the signal for an immediate and universal rising in the province so abandoned. How idle then in Colonel Napier to attribute that to mismanagement on the part of the French Generals which was the inevitable result of their military and political position. They could not act upon Napoleon's plan, which all along seems to have assumed that the spirit of the Spanish insurrection was broken. Now, it was not broken,—nor did it expire till the last of the invader's cohorts had been chased beyond the frontier, and Spain was again free. And Wellington, knowing this, even while he lamented the misapplication of such means, was enabled, through the aid which the *Partidas* afforded him, to strike as he did at Marmont's army. Let us not, however, be misunderstood. If it be Colonel Napier's intention to show that the deliverance of the Peninsula was owing mainly to the exertions of Lord Wellington and his fine army, we go along with him entirely. Nay, we are sure that, had the English army been withdrawn, both Spain and Portugal would have submitted within a month afterwards. But to speak of either nation as doing nothing in the contest, except by the treachery of their rulers and the cowardice of the troops to increase Lord Wellington's difficulties, is to talk nonsense. We could never have held our ground a week but for the hardy desperation of the inhabitants, whom, considered as soldiers, the Duke himself has justly characterized, when he calls them a brave but most inexplicable people.

It would appear, however, that even the Duke of Wellington has lost much of the favour to which he could once aspire in the eyes of the gallant historian. His movements are criticised with the same freedom which is displayed in criticising the movements of others; and a formidable rival to him in glory and in the confidence of the troops is brought forward. We do not know what Lord Hill will say to the discretion of his panegyrist, though we rather think that his Lordship will be among the first to refuse the compliment that is offered to him. Lord Hill had done some dashing things, particularly at Aroyo Molino, and Almaraz, and was detached in observation of Drouet. In the month of June, 1812, he was near Albuera, at the head of 20,000 infantry, 2500 cavalry, and 24 guns.

"Drouet," says Napier, "had only 21,000 men, of which 3000 were cavalry, with 18 pieces of artillery; the Allies were therefore the most numerous, but the French army was better composed, and battle seemed inevitable, for both Generals had discretionary orders. However, the French cavalry did not advance farther than Alamedaesjos, and Hill, who had shown himself so daring at Aroyo Molino and Almaraz, now, with an uncommon mastery of ambition, refrained from an action which promised him unbounded fame, simply because he was uncertain whether the state of Lord Wellington's operations in Castile, then in full progress, would warrant one. His recent exploits had been so splendid, that a great battle gained at this time would, with the assistance of envious malice, have placed his reputation on a level with Wellington's."

We never before heard that there prevailed, either in the Army or elsewhere, such a degree of "envious malice," in reference to Lord Wellington, as would have contributed to bring about the result that is hinted at here; neither do we believe that it ever had, except in Colonel Napier's ima-

gination, any existence. And as for the rest—we are sure that Lord Hill would have been far better pleased had it not been written.

We have alluded to the perverse taste which is displayed in this volume, and given some instances of it. We cannot refrain from adducing one or two more—so palpable, that to pass any comments upon them would be superfluous. Speaking of Napoleon's disasters in Russia, the historian says—

“Napoleon—unconquered of man—had been vanquished by the elements. The fires and the snows of Moscow combined had shattered his strength; and in confessed madness nations and rulers rejoiced that an enterprise—at once the grandest, the most prevalent, the most beneficial ever attempted by a warrior-statesman—had been foiled; they rejoiced that Napoleon had failed to re-establish unhappy Poland, as a barrier against the most formidable and brutal—the most swinish tyranny—that has ever menaced and disgraced European civilization.”

Was the author awake, or in his right senses, when he wrote this paragraph? The expedition to Moscow grand, and provident, and beneficial! Grand it certainly was, if the march of a mere multitude constitute grandeur; but of the providence which distinguished it—and still more of the beneficial consequences which it was to bring about—where were they? “The re-establishment of Poland,” replies Colonel Napier. Why Poland was at Napoleon's disposal ere one of his soldiers had profaned the Russian soil; why was it not re-established then? Aye, why, indeed? It was well for Europe that the tyrant overlooked this most politic arrangement, and kept Poland, as he did all his conquests, to be sacrificed or retained according as might best fall in with his own selfish views. For, had it been re-established, Poland might have proved for him, in his hour of disaster, such a *point d'appui* as neither the elements nor the armies of the Muscovite could have forced.

We could very well enlarge the list of errors against candour, and historical accuracy, and good taste, with which this volume abounds, were we so disposed; but the task is not a pleasant, and we are sure that it would be a profitless one. When the Ethiopian changes his skin and the leopard his spots, a Reformer of the class to which Colonel Napier belongs will write candidly and calmly; till such metamorphoses shall have occurred in the first instances, it is needless to expect anything of the sort in the last.

If Colonel Napier would condescend to make use of the English language in all cases, and to cast aside his Gallic affectations, he would be the most agreeable, as he is by far the most skilful, narrator of military events that has yet appeared. His description of the manœuvres which preceded the battle of Salamanca is beautiful, though even here presumption and bad taste are both discernible, particularly in the freedom with which he censures the movements of the great man, who, unfortunately for himself, has never read one word of his critic's performance. Of the battle itself we cannot speak quite so highly. In many instances it is mere bombast, and in many more will, we dare say, give rise to a great deal of angry discussion. Take the following as a specimen of that exaggeration of language into which it is the author's especial pleasure laboriously to fall.

After describing the advance of Pakenham's division, which decided the fate of the day, it is said—

“In this situation, while Pakenham, bearing onward with a conquering violence, was closing on their flank, and the fifth division advancing with a storm of fire on their front, the interval between the two attacks was suddenly filled with a whirling cloud of dust, which, moving swiftly forward, carried within its womb the trampling sound of a charging multitude. As it passed the left of the third division, Le Marchant's heavy horsemen, flanked by Anson's light cavalry, broke forth from it at full speed, and the next instant twelve hundred French infantry, though formed in several lines, were trampled down with a terrible clamour and disturbance. Bewildered

and blinded, they cast away their arms and run (ran) through the openings of the British squadrons, stooping and demanding quarter, while the dragoons—*big men and on big horses*, rode onwards, smiting with their long glittering swords in uncontrollable power," &c. &c.

We presume that Colonel Napier considers this fine writing. We do not. How different from the winding up of the whole the true grandeur of the sentences which we subjoin!

"The English General had forecalculated all the superior resources of the enemy, and it was only Marmont's flagrant fault on the 22nd that could have wrung the battle from him. Yet he fought it as if his genius despised such trial of his strength. I saw him late in the evening of that great day, when the advancing flashes of cannon and musketry, stretching as far as the eye could command, showed in the darkness how well the field was won. He was alone; the flush of victory was on his brow, and his eyes were eager and watchful, but his voice was calm and even gentle. More than the rival of Marlborough, since he had defeated greater warriors than Marlborough ever encountered, with a prescient pride he seemed only to accept this glory as an earnest of greater things."

We have condemned the eagerness with which Colonel Napier seizes upon every opportunity that occurs of speaking slightly of the British Government at home, and of its agents abroad. Not that we wish it to be supposed that the Duke of Wellington received from Ministers the support to which he was entitled. The reverse is the case. A dread of expense appears to have so completely overclouded the judgments of the home authorities, that in the very points in the management of which the outlay of money ought to have been disregarded, they were continually calculating the cost, while to accomplish some lesser object their extravagance was unbounded. But Colonel Napier, while blaming them for this, entirely overlooks the fact that an English government never can act in war with becoming vigour, because it never can act secretly. It is one of the evils attending a free constitution that not only every member of the legislature considers himself entitled to demand explanations of the Minister, but that the same privilege is, to a certain degree, exercised by every member of the community. The gallant Colonel seems to overlook this—yet the whole secret of Napoleon's greatness lay in the fact that to such harassing investigations and inquiries he was not liable. Absolute master of the entire power of France, he could direct it towards any object, and use it as he thought best. Could Lord Liverpool do the same with the power of England? Why, the very men whom Colonel Napier delights to call his fellow-patriots were for ever clamouring against the keeping up of any army in the Peninsula at all; and though they were fortunately outvoted, it was not to be expected that the King's Minister would put all upon the hazard of a die, seeing, as he did, so strong a party prepared, in case of failure, to denounce him.

Colonel Napier speaks with reproval of the general responsibilities that are imposed upon British officers, and the readiness of the government, at all times, in case of need, to sacrifice one who has been unfortunate. We do not know that this holds good in all cases, but the proceedings of the particular government of which our gallant friend was an especial adherent, offered conclusive proofs that such a thing does sometimes occur. Colonel Brereton was undeniably sacrificed by the Reform Cabinet.

Though the tone of Napier's fifth volume be thus generally bad, there occur here and there passages of great redeeming force; one of which, because it contrasts singularly with the author's views as he has elsewhere given them, we are bound to quote. Let it be borne in mind that one of Colonel Napier's gravest objections to the state of society in England is, that the common people, and especially the privates in the army, being held under the "cold shade of the aristocracy," find it very

difficult to emerge from their obscurity, and have no inducements to exertion. The same author, while describing the condition of the Portuguese army in 1813, says—

“Meanwhile all persons whose indolence or timidity led them to fly from the active defence of their country to the Brazils, were there received and cherished as martyrs to their personal affections for the Prince; they were lauded for their opposition to the Regency, and were called victims to the injustice of Beresford, and to the encroachments of the English officers. This mischief was accompanied by another of greater moment, for the Prince continually permitted officers possessing family interest to retire from active service, retaining their pay and rank, thus offering a premium for bad men to enter the army with the intent of quitting it in this disgraceful manner. Multitudes did so, promotion became rapid, the nobility, whose influence over the poor classes was very great, and might have been beneficially employed in keeping up the zeal of the men, disappeared rapidly from the regiments, and the foul stream of knaves and cowards thus continually pouring through the military ranks, destroyed all cohesion and tainted every thing as it passed.

“Interests of the same nature, prevailing with the Regency, polluted the civil administration. The rich and powerful inhabitants, especially those of the great cities, were suffered to evade the taxes and to disobey the regulations for drawing forth the resources of the country in the military service; and during Wellington's absence in Spain, the English under-commissaries, and that retinue of villains which invariably gather on the rear of armies, being in some measure freed from the immediate dread of his vigilance and vigour, violated all the regulations in the most daring manner. The poor husbandmen were cruelly oppressed, their farming animals were constantly carried off to supply food for the army, and agriculture was thus stricken at the root; the breed of horned cattle and of horses had rapidly and alarmingly decreased, and butcher's meat was scarcely to be procured even for the troops who remained in Portugal.

“These irregularities, joined to the gross misconduct of the military detachments and convoys of sick men, on all the lines of communication, not only produced great irritation in the country, but offered the means for malevolent and factious persons to assail the character and intentions of the English General; everywhere writings and stories were circulated against the troops, the real outrages were exaggerated, others were invented, and the drift of all was to render Wellington, and the English, odious to the nation at large. Nor was this scheme confined to Portugal alone; agents were also busy to the same purpose in London, and when fine enthusiasm, which Wellington's presence at Lisbon had created amongst the people, was known at Cadiz, the press there teemed with abuse. Divers agents of the democratic party in Spain came to Lisbon to aid the Portuguese malcontents; writings were circulated accusing Wellington of an intention to subjugate the Peninsula for his own ambitious views, and, as consistency is never regarded on such occasions, it was diligently insinuated that he encouraged the excesses of his troops out of personal hatred to the Portuguese people; the old baseness of sending virulent anonymous letters to the English General was also revived. In fine, the republican spirit was extending beyond the bounds of Spain, and the Portuguese Regency, terrified at its approach, appealed to Mr. Stuart for the assistance of England to check its formidable progress. Neither were they wanting to themselves. They forbade the Portuguese newspapers to admit any observations on the political events in Spain, they checked the introduction of Spanish democratic publications, they ordered their diplomatists at Cadiz to encourage writings of an opposite tendency, and to support the election of deputies who were known for their love of despotism. The last measure was however baffled by the motion of Arguelles, already mentioned, which rendered the old Cortez permanent; and Mr. Stuart, judging the time unfavourable, advised the Portuguese Government to reserve the exertion of its power against the democrats, until the military success which the state of the continent, and the weakness of the French troops in Spain, promised, should enable the victors to put down such doctrines with effect; advice which was not unmeaning, as I shall have occasion hereafter to show.”—pp. 416-18.

• In like manner, when he comes to speak of the Duke of Wellington and his noble army, unfettered by the restraints of a forced comparison between them and Napoleon and his followers, Colonel Napier always expresses himself well. It seems as if his genius, escaped for a while

from thralldom, were exercising its wing in the wide ether, and sustaining a flight which is invariably interrupted as soon as the rival to Wellington in the author's admiration, stands forward for his meed of praise. Take the following specimens :—

"Wellington was not simply a General who, with greater or less means, was to plan his military operations, leaving to others the care of settling the political difficulties which might arise. He had, coincident with his military duties, to regenerate a whole people, to force them against the current of their prejudices and usages on a dangerous and painful course; he had to teach at once the populace and the government; to infuse spirit and order without the aid of rewards or punishments, to excite enthusiasm through the medium of corrupt oppressive institutions, and far from making any revolutionary appeal, to suppress all tendency towards that resource of great minds on the like occasions. Thus only could he maintain an army at all, and as it was beyond the power of man to continue such a struggle for any length of time, he was more than ever anxious to gather strength for a decisive blow, which the enemy's situation now rendered possible, that he might free himself from the critical and anomalous relation in which he stood towards Portugal."—pp. 410, 411.

Again—

"Thus seventy thousand Portuguese and British, eight thousand Spaniards from Estremadura, and twelve thousand Gallicians, that is to say, ninety thousand fighting men, would be suddenly placed on a new front, and marching abreast against the surprised and separated masses of the enemy, would drive them reluctant to the Pyrenees. A grand design! and grandly it was executed! For high in heart and strong of hand Wellington's veterans marched to the encounter; the glories of twelve victories played about their bayonets, and he, the leader, so proud and confident, that in passing the stream which marks the frontier of Spain, he rose in his stirrups, and waving his hand cried out, 'Farewell, Portugal.'"—p. 513.

We have not left ourselves space to go farther; and must conclude, as we began, by giving it as our opinion that the fifth volume of Napier's work displays both the excellences and the faults of those which preceded it in an exaggerated degree; that nobody can read it without at once admiring the great talents of the author, and lamenting that they should have been so obscured by personal and political prejudices.

The length of the foregoing Review compels us to postpone the question of Busaco to our next. We subjoin, however, a statement on a passage in this volume, transmitted to us by General Sir John Oswald, together with a correction of the historian's account of the attack on the Castle of Denia, in the same volume :—

Dunnikere House, January 5th, 1837.

MR. EDITOR,—I have to beg that you will give place to the following narrative in the United Service Journal. A very inaccurate account of the affair at Villa Muriel has appeared in Colonel Napier's fifth volume of the Peninsular War. In justice to the staff of the division, as well as to myself, I send you an accurate detail of the proceedings there, so far as the fifth division was concerned.

I have sent a copy of this to Colonel Napier, trusting to his candour for giving it a place in his forthcoming volume.

I have the honour to be, Sir, your most obedient servant,

A. OSWALD.

AFFAIR AT VILLA MURIEL.

On the morning, 25th October, 1812, Major-General Oswald joined and assumed the command of the fifth division at Villa Muriel, on the Carion. Major-General Pringle had already posted the troops, and the greater portion of the division were admirably disposed of about the village, as also in the dry bed of a canal running in its rear, in some places parallel to the Carion. Certain of the corps were formed in columns of attack, sup-

ported by reserves, ready to fall upon the enemy, if in consequence of the mine failing he should venture to push a column along the narrow bridge. The river had at some points been reported fordable, but these were said to be at all times difficult, and in the then rise of water hardly practicable. As the enemy closed towards the bridge, he opened a heavy fire of artillery on the village; at that moment Lord Wellington entered it, and passed the formed columns, well sheltered both from fire and observation. His lordship approved of the manner the post was occupied, and of the advantage taken of the canal and village to mask the troops.

The French, supported by a heavy and superior fire, rushed gallantly on the bridge, the mine not exploding and destroying the arch till the leading section had almost reached the spot. Shortly after, the main body retired, leaving apparently only a few light troops. Immediately previous to this an orderly officer announced to Lord Wellington that Palencia and its bridges were gained by the foe. He ordered the main body of the division immediately to ascend the heights in its rear, and along the plateau, to move towards Palencia, in order to meet an attack from that quarter. Whilst the division was in the act of ascending, a report was made by Major Hill, of the 8th Caçadores, that the ford had been won, passed by a body of cavalry, causing the Caçadores to fall back on the broken ground. The enemy, it appears, was from the first acquainted with these fords, for his push to them was nearly simultaneous with his assault on the bridge. The division moved on the heights towards Palencia. It had not, however, proceeded far before an order came, directing it to retire and form on the right of the Spaniards, and when collected to remain on the heights till further orders. About this time the cavalry repassed the river; nor had either infantry or artillery passed by the ford to aid in the attack; but in consequence of the troops being withdrawn from the village and canal, a partial repair was given to the bridge, and small bodies of infantry were passed over, skirmishing with the Spaniards, whose post on the heights was directly in front of Villa Muriele. No serious attack from that quarter was to be apprehended until an advance from Palencia. It was on that point, therefore, that attention was fixed. Day was closing when Lord Wellington came upon the heights, said all was quiet at Palencia, and that the enemy must now be driven from the right bank. General Oswald inquired if, after clearing the village, the division was to remain there for the night; his lordship replied, the village was to be occupied in force, and held by the division till it was withdrawn, which would probably be very early in the morning. He directed the first brigade under Brigadier-General Barnes to attack the enemy's flank; the second, under Pringle, to advance in support, extending to the left, so as to succour the Spaniards, who were unsuccessfully contending with the enemy in their front. The casualties in the division were not numerous, especially when the fire it was exposed to is considered.

The enemy sustained a comparatively heavy loss. The troops were, by a rapid advance of the first brigade, cut off from the bridge, and forced into the river, where many were drowned. The allies fell back in the morning unmolested.

Mr. EDITOR,—In the fifth volume of Colonel Napier's admirable History there is mention of an attack on the Castle of Denia by a detachment of the Anglo-Sicilian army, and of the abandonment of the enterprise, in these words:—"The soldiers, wading and fighting, got on board, with little loss indeed, but in confusion." The reader might from this infer that there was an absence of discipline on the part of the employed troops. So far from that being the case, on the return of the troops to Alicante a most flattering order of thanks to them was published, and many of the officers of the detachment were named in it with the highest approval:

Why General Donkin, the Quartermaster-General of the Alicant army, was not more accurately informed of the strength of the Castle of Denia, is difficult to understand. It was an old Moorish castle, had borne its part in the War of the Succession, and stands described in works published long before the date of General Donkin's excursion against it. On this occasion, as well as I remember, the attacking force was accompanied by but two guns (six-pounders); but in the retreat of the troops to their boats there was no precipitation. General Donkin had more than once to order off some of the men and officers who were unwilling to yield the beach to the enemy.

When this small force was embarked at Alicant for Denia, Sir Benjamin Hallowell, the Admiral employed to co-operate with the Anglo-Sicilian army, was left totally ignorant of the destination, or even nature, of the service for which it was ordered; else he would most probably have supported it by such description of naval armament as might have aided its object or covered its retreat; and he might have supplied General Donkin with some better information as to the Castle of Denia, and the nature of its shore, as the place had been reconnoitred, not very long before, by an English frigate, having on board a detachment of the 67th Regiment from Carthage, for the purpose of its attack, which was however not considered feasible.

I request the insertion of the above, and am, Sir, &c.
Jan. 15th, 1837.

X. Y. Z.

* * Notices of other works, including the illustrated edition of Peter Simple, are deferred for want of room.

NOTICES TO READERS AND CORRESPONDENTS.

WE regret our inability to insert the letter of "Tafelberg," this month. Its length puts it out of our power to do so, without the exclusion of several others. We find it difficult to deal with our Cape correspondents, who are anything but unanimous.

M.'s "trifle" has been reserved solely with a view to its insertion, should an opportunity offer, and with a disposition to oblige the author. To notice these matters in detail would alone occupy the whole of our time. The paper shall be returned to M.'s address.

T. P.'s memorial shall be considered.

"Barrack Suggestions" in our next.

We are compelled by the pressure of the long Gazettes connected with the late Brevet, to omit the distributions of the Fleet and Army from our present Number. We shall give them in a full and accurate form in our next.

We request that those who favour us with poetical, or other short communications, will keep copies of them, as we cannot undertake to preserve the originals.

We have also to remind our correspondents of the rule of paying the postage or carriage of letters and parcels.

"Billboard" is too late for notice this month. His suggestion shall be looked to in our next.

EDITOR'S PORTFOLIO ;

OR,

NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

THE inauguration of Sir Robert Peel, as Lord Rector of Glasgow, took place in that city on the 11th ult., amidst the acclamations of the academic body. On the 13th that eminent statesman was entertained in the same city at a dinner attended by 3,500 persons, chiefly composed of the most respectable and influential inhabitants of the town and neighbourhood. This festival, unparalleled in Scotland, took place in a vast and magnificent pavilion, constructed for the occasion, and was conducted and terminated in a spirit of unanimity and enthusiastic devotion to the British Constitution, offering a glorious accession to the auspicious manifestations which throng upon the attention and re-animate the hopes of the country.

Parliament will have re-assembled on the 31st.

The Gazettes of the 10th January, and subsequent dates, containing the Brevet Promotions, and the changes consequent upon them, will be found complete in our present Number. Those who have drawn prizes in this lottery congratulate themselves on having snatched so much from the grips of Parsimony and the gulf of Reduction—while, on the other hand, they who are not in the good graces of Fortune, and do not bask in the favour of Princes, or “The Powers,” remain uncheered by the present, and with slender hope for the future.

This long-desired measure, upon which so much omniscient guess-work was wasted by the office lackeys and penny-a-line men, was not definitively arranged till the assembly of the heads of the Naval, Military, and Ordnance Departments at Brighton, about Christmas; and some officers who were displaced from command by its operation were, in some measure, taken by surprise.

The Household Troops have been the most substantial gainers by the boon, although the three Regiments of Cavalry, by the fiat of the War Office, have lost their junior Majors, as well as the regimental steps to which the promotion of the seniors would otherwise have led. Though this reduction may, on general principles, be expedient, it presses severely on the officers who thus, without warning, are shut out from those prospects to which they have long and reasonably been looking forward.

It is a peculiarity, we believe, of the British Service, that elevation to the superior grade of a General Officer is frequently unwelcome to the party thus advanced, because, by a strange discrepancy between terms and things, the change, in all but sound, deteriorates his condition. For example, we will take the case of Major General Clement Hill, lately commanding the Blues, a corps by which he was sincerely beloved, and with which he and his family have been so long and so honourably identified. Promotion, to this officer, was, virtually reduc-

tion—in the most substantial sense of a term so truly unpleasant to military ears—and the shadow takes place of the substance. We wish the doctrine of compensations were more nicely adjusted in the Service; in the meantime let us have patience and shuffle the cards.

Many instances of the “glorious uncertainty” of our calling—many proofs of the capricious reverses and anomalies which beset the profession militant—may be gleaned from an attentive study of these promotions. In glancing our eye down the list, we are tempted to select one example as an illustration of our remark, apologizing to the gallant and accomplished officer whose case we thus take the liberty of citing. It will be remembered by many of our military readers, that about the year 1826, if we recollect right, Major Champion of the 21st Fusiliers was deliberately shot, by a soldier of his regiment, in the West Indies. The succession of the senior Captain to this death vacancy was naturally looked upon as *certain*, not only by that officer himself, but by the whole corps, and the troops serving in the West Indies: but to the great surprise of all, and the special disappointment of the justly confident expectant, the English packet returned with intelligence of the sale of the vacant commission for the benefit of the widow! This was one of the benevolent acts of that kindest of men, the Duke of York—but it was not the less hard upon the senior officers in the different grades. The end might have been equally attained by giving the price of another commission to the widow, for whom the highest respect and sympathy were entertained and expressed by the corps. The senior Captain, then of twelve years standing, his company dating from 1814, has remained senior Captain of his regiment from that hour, till the late Brevet came to his relief! This we consider a “case of real distress”—but there is an obvious and simple remedy—not adequate certainly to the privation—yet offering a salve for an irremediable evil; namely, the antedating his brevet majority to the period of his undue disappointment of a regimental one—a boon that would cost nothing but the sign-manual, which could not be better or more graciously bestowed. It is by equitable acts of this kind that the confidence of the Service is rivetted.

The regimental moves created in the Line, by the Brevet, have only amounted to three, as we have already shown—namely, in the 16th, 39th, and 66th; in fact the promotions in this main branch of the Service happen to be disproportionately less than those of the other departments. The Artillery and Engineers have their full share—as they ought. It is only in the harvest time of Brevet Promotions that these distinguished corps can hope to reap the limited rewards of tedious service. The number of vacancies among the General Officers, since the last Brevet, amounts to about thirty.

The Navy, though disappointed in the extent, and perhaps composition, of its Flag promotions, has benefited more than the Army in steps of activity—or those movements and successions corresponding with regimental promotion—the most sensibly felt, as their operation is the most direct and substantive. Here, however, the Blue-Jackets still misc an adequate and wholesome infusion of the classes of Mates and passed Midshipmen. In this Service complaints are as rife as among their brethren of the Red, of the neglect and exclusion of those *Quartermasters* and Subalterns who, lacking interest, or luck, but not inclination, have been

barred from employment, and subjected to the penalties of those who retire for their convenience. This is, undoubtedly, a crying grievance, yet remains without the slightest consideration in either Service. No man should be punished for that which is to him a serious misfortune. Our Naval clients will find their interests more fully discussed in our leading paper.

We must here advert more pointedly to the condition of a most deserving, though not very fortunate, body—the old Subalterns of his Majesty's Royal Marine Forces. In this excellent corps, to the history, deeds, and duties of which we have recently devoted a well-bestowed article, there are seventy First-Lieutenants, whose periods of service as Second and First-Lieutenants, embrace upwards of twenty years, including a portion of the last war, all of whom have been excluded from the benefit of the late Brevet—although, as they observe, the Subaltern Officers of the Royal Artillery, some of whom have only served seventeen years, have been included, and promoted to be Second-Captains. The Marine officers refer to the superior fortune of that distinguished corps, not invidiously, or in detraction of the acknowledged merits of its officers, but merely because the two corps are placed upon the same footing in point of promotion by seniority, and it is reasonable that an equal measure of justice should be dealt to both. The following plan has been suggested by the officers themselves, as a means of answering the end they have in view, without a material addition to the national burthens.

Let the seventy Lieutenants in question be promoted to Second-Captains, and their services made available, by embarking one Second-Captain and one Subaltern, instead of two Subalterns, in a large frigate, as occasion may require, until they be (as vacancies occur) placed on the list of effective Captains. For carrying the above proposal into effect no augmentation of the number of officers on the list will be required—no creation of new commissions;—no promotion of Second-Lieutenants whose present period of service leaves them no cause of complaint. The corps will consist of its present number of officers, the above seventy, in consideration of their services, being promoted to Second-Captains, with the trifling addition of 3s. or 4s. per diem to their present pay, which will decrease as casualties occur on any part of the list above those thus promoted—for it is not sought to perpetuate these Second-Captains; but it is merely suggested as a temporary expedient, as the only means of anticipating the march of mortal decay and death, and of removing, in the meantime, from a position incompatible with their years, a few of a meritorious class of officers.

The increase of expense would be the difference between 6s. 6d. or 7s. 6d. and 10s. 6d., the respective pay of Lieutenant and Second-Captain. This plan, or any better mode of mitigating the evil complained of, merits the consideration of the proper authorities.

But of all the branches of the United Service included in the benefits of the Brevet, the Indian Army appears, on the present occasion, to have the most cause for contentment. Its promotions—thanks to the zeal and influence of Sir James Carnac, the respected Chairman of the Board of Directors—extend, we believe, much beyond the limit of expectation, embrace the highest rank, and exhibit a list of Colonels and equiva-
~~ant~~ Lieutenant-Colonels promoted to Major-Generals exceed-

ing those similarly advanced in the King's Service. We hail any measure designed to promote union and zeal in our ranks, and trust this desirable object will be attained in the present instance.

By the way, our Oriental allusions remind us of an item of Indian intelligence which affords us much pleasure, namely, that Lieutenant Burnes, whom it is sufficient to name, has been appointed Resident, or Agent of the Governor General, at Caubul, amidst the scenes of his enterprising researches.

We are further apprised that a Committee, including the Chairman and other influential persons in the affairs of the Honourable Company, has been formed for the prosecution of the plan of Steam Navigation to India discussed in our last Number. May not this question be practically connected with the steam navigation of the Danube, of which route we have the pleasure to offer this month the latest descriptive details, comprised in a very intelligent narrative of the recent voyage of a British officer?

How inscrutable are the ways of the newsmonger! A paragraph appears on this our closing day (the 27th), appointing Captain Rivett Carnac, R.N., to the command of the Indian Navy! This piece of misintelligence we contradict from the best authority. It is wholly without foundation.

We observe that the third class of the Guelph has been conferred on Dr. Charles Fergusson Forbes, Deputy Inspector General of Hospitals, an officer who served, with the highest credit, through the principal events of the war, in Europe, Africa, and the West Indies. Were this solitary distinction always so worthily bestowed, it would be more appreciated than it appears to be by soldiers of service.

The reinstatement of Captain Sartorius in his British rank has afforded general satisfaction to the Service in which that gallant and amiable officer is deservedly popular, and has given no less gratification to the "troops of friends" he has conciliated in other quarters, at home and abroad. We have further to congratulate our deserving countryman on being raised to the Portuguese Peerage, though we are rather at a loss to know whether it be to his "piety" or his "pity"—both undoubted—that we are to ascribe his title, in hailing him as the *Visconde da Piedade*. We wish the Viscount well through the struggles to which Portugal is still destined.

We find in a Devonshire paper a passage which leads to the conclusion that medical officers, retired from active service, and endeavouring by private practice to improve their means and support their families, are no longer subject to the illiberal interference with their pursuits which, without tending to the public good, was a source of the greatest personal inconvenience to the medical officers so circumstanced. The passage in question is so just, as well as creditable to the Director-General and to the respectable officer of his department to whom it refers, that we are tempted to extract it.

"The promptitude with which Sir James McGrigor, the able and efficient Director-General of the Medical Department replied to the application of Mr. Thornton, of this city (Exeter), late Surgeon of the 29th Regiment, and the research which it showed into the whole professional career of Mr.

Thornton, has excited the admiration of gentlemen residing here connected with the Service, who speak of it as a mark of vigilance and kind-heartedness in the Director-General, which must be in the highest degree encouraging to those who serve under him. The Medical Officer of the Army is subject to so many vicissitudes of clime and changing scene, that he can necessarily form but few connexions in his native land; and when, at the close of a long and arduous career, he comes to sit down in any of our towns, the consciousness that he will be backed up to the full extent of his merits by the chief of his department must be of great assistance and satisfaction to his mind."

By the last quarterly Report of the Asylum for Shipwrecked and Distressed Sailors, we find that the conductors of that truly benevolent institution have been employing to the best advantage the very scanty means placed at their disposal. By this statement it appears that, during the last half-year, there have been admitted 149 shipwrecked and distressed seamen, to whom shelter and 2690 meals have been dispensed, at an expense of a fraction more than $2\frac{1}{2}d.$ for each meal, or $8\frac{1}{2}d.$ including all the expenses of the establishment! We are surprised to find such an institution so ill supported by the merchants and ship-owners—the parties who profit most by the services of the objects of this charity—whose apathy we had hoped was effectually roused in this cause by the project for a Merchant Seaman's Hospital, which was warmly discussed, but has since slumbered. We shall take another opportunity of drawing attention to this subject, now doubly pressing in consequence of the enactments of the Municipal Reform Bill, which operate against the relief of the stranded seaman. In the mean time, Captain Marshall, the Honorary Secretary, to whom all praise is due for his humane exertions in behalf of his unfortunate fellow-sailors, will, no doubt, persevere in making the most of the limited resources at the command of the managers of this charity.

The examination of the youths of the Royal Naval School, which took place at Christmas, has proved, on the whole, very satisfactory to the friends of the pupils, and creditable to that establishment. The Rev. W. J. Irons, of Queen's College, Oxford, examined the first class, and R. Kerr, Esq., of the University of Glasgow, the second. The subject for the first class was a tragedy of Sophocles, and for the second the *Iliad*. The mathematical examination of the first class was in trigonometry, the differential calculus, and the elements of astronomy.

On the 24th of December, Espartero, goaded by British agents and backed by British money, men, and *matériel*, again ventured to attack the Carlists before Bilbao, and was again defeated. In this emergency, having decided on an immediate retreat to Valmaseda, the discomfited leader of the Christinos—or rather *Garcianos*, the former term being no longer applicable—was saved against his will, and, to his infinite astonishment, was placed by British "non-intervention" in the position of a conqueror! A strong force of British artillery and seamen, with an arsenal of John Bull's bombs, boats, batteries, rafts, floating bridges, and all the "circumstance" of inglorious war, pulled up the river in a snow-storm, and having surprised and turned the ill-found defences of the Carlists, succeeded in dislodging them from their positions.

Espartero, drunk with the unexpected turn of his fortunes, entered Bilbao on the 25th, and acknowledged with maudlin humility his paramount obligations to the English—the well-beloved allies of Serjeant Garcia and his enlightened government! The conduct of the Spanish hero on this occasion is not however without a precedent: another great man, not unworthy, perhaps, to be compared with Espartero—we mean the Prince Eugene—remarked upon his own laconic announcement of a signal victory, “It is easy to be modest when we are happy.”

This open contravention of the laws of war, of nations, and of society, puts in jeopardy the vocation of the Foreign Secretary of England, and adds another stain to the moral disgraces which he has accumulated on the arms of his country. Thus it is that an ignorant and effeminate contempt for human life and suffering prompts and perseveres in measures involving those harsh penalties of war, from which manhood, trained and tested in the rugged school of military experience, recoils with a generous aversion.

With those British officers, condemned to take part in this lawless and distressing service—to be the puppets of a bastard and barbarous war indefinitely *fomented* in the bosom of an “amicable” country by British subordination and instruments—we sincerely condole. They are but performing a painful duty, and must derive what consolation they may from the inadequate rewards by which their martyrdom has been soothed.—Has Colonel Wylde received fresh instructions? He was sent out, and *received*, if we mistake not, as the neutral observer and umpire of *both* parties—at least, we know nothing in the professed spirit of his mission which constitutes that respectable officer a public and fighting **PARTISAN**.

Happily this misdirected zeal is not without a redeeming contrast. Were not the spirit of the United Service of Britain sustained and exalted by a dash of chivalry, it would not have been capable of the glorious achievements by which it has disenthralled Europe, and saved its country. This generous feeling, in fact, pervades the mass of the people, amongst whom oppression has no friend, and the weak ever find advocates. Actuated by such a motive, and sacrificing personal ease to a truly liberal and unbought enthusiasm, a British nobleman has been seen chivalrously fighting in the ranks of the Basque mountaineers, gaining by his bold and gratuitous services the respect and gratitude of those struggling freemen, and winning “golden opinions” at home and abroad. Worldly minds may, in the spirit of calculation, find fault with his prudence; but not a gentleman or lady in the land—not a true-hearted soldier or sailor—refuses their meed of admiration to the disinterested gallantry of Lord Ranelagh. Knight-errant and crusader in the revived odour of those romantic terms, the fame of the noble volunteer will survive—“on Fontarabian echoes borne,”—when the vain-glory of “intervention” and its actors shall have expired on the dying “blast” of Downing-street’s “dread horn.”

By the way, what men has the King’s Service lost in this nondescript scuffle; how are they returned, and the maimed, if any, provided for?

The dignified and cutting reproof directed by the French King, in his late speech from the throne, against the quibbling “intervention” of our Foreign Minister, is a “moral lesson” which claims record. *Fas*

est ab hoste doceri—for that France is, or can be a *friend* of England, is one of those liberal conceits which a moment's reflection dissipates.

Louis Philippe, with sound sense and true patriotism, emphatically declares—"I applaud myself for having preserved France from sacrifices the extent of which cannot be appreciated, and from the incalculable consequences of any armed intervention in the internal affairs of the Peninsula. France reserves the blood of her children for her own cause, and when she is reduced to the painful necessity of summoning them to shed that blood in her defence, it is *only under our own glorious colours that the soldiers of France march to battle.*" This is a right royal sentiment.

The sling which Marshal Soult has had at our "co-operative intervention," is also extremely sharp and edifying—but the lecture of his master supersedes all minor rebuffs.

We are concerned to add that this monarch, whose firmness and ability have produced results so beneficial to France, and whose life is of such paramount value to that country, has again been shot at by a vagabond named Meunier—a worthy scion of *La Jeune France*! When will crime, under the mask of sentiment, be scouted from revolutionized society?

The Legion struggles on with its difficulties at St. Sebastian—anxious for an active extension of its services, but paralyzed by the perfidy of the most unprincipled, impotent, and odious mockery of a Government, which Revolution has spawned since the "Reign of Terror."

Mina died on the 24th December, at Barcelona. Whatever may have been the pretences by which this little republican refugee deluded society in this country into a belief in his marvellous powers and manifold virtues, his *acts*, when invested with an arbitrary authority in his native land, have stamped upon his name the odium of crimes revolting to manhood, and reduce his military reputation to the very lowest level.

Admiralty, 31st March, 1831.

Memorandum.—The Lords Commissioners of the Admiralty having permitted the Captains commanding His Majesty's ships of the line to nominate Commanders, subject to their Lordships' approval, have thought fit to order, that no Commander shall hereafter be deemed eligible for an appointment to a ship of the line, or other ship entitled to bear a Commander, unless he shall have served three years in the command of a sea-going sloop of war, or three years as First-Lieutenant of a rated ship.—By command of their Lordships,

GEORGE ELLIOT.

Admiralty, 17th December, 1836.

Memorandum.—The Lords Commissioners of the Admiralty are pleased to direct that, for the purpose of the above Memorandum, two years served as First-Lieutenant of a sloop of war may be counted for one served as First-Lieutenant of a rated ship, and so in proportion, for a greater or less period.—By command of their Lordships,

CHARLES WOOD.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

ADMIRALTY, Jan. 10.

This day, in pursuance of His Majesty's pleasure, the following Flag-Officers of His Majesty's Fleet were promoted, viz.—

TO BE ADMIRALS OF THE RED.—

Admirals of the White—

William Walseley, Esq.
Sir John Wells, G.C.B.
Sir George Martin, G.C.B.
Sir William Sidney Smith, K.C.B.
Sir Davidge Gould, G.C.B.
Hon. Sir Robert Stopford, G.C.B.
Sir Manley Dixon, K.C.B.
Isaac George Mauley, Esq.

TO BE ADMIRALS OF THE WHITE—

Admirals of the Blue—

Sir Thomas Williams, G.C.B.
Sir William Hargood, G.C.B., G.C.H.
Sir Charles Hamilton, Bart. K.C.B.
Hon. Henry Cunzon
Sir Lawrence William Halsted, K.C.B.
Sir Harry Neale, Bart. G.C.B., G.C.M.G.
Sir Philip Charles Henderson Durham, G.C.B.
Right Hon. Lord A. Beauleik, G.C.B., G.C.H.
William Taylor, Esq.
Sir Thomas Byam Martin, G.C.B.
John Lawford, Esq.
Frank Sotheron, Esq.

Vice-Admirals of the Red—

Charles William Pateison, Esq.
Right Hon. Sir George Cockburn, G.C.B.

TO BE ADMIRALS OF THE BLUE—

Vice-Admirals of the Red—

James Carpenter, Esq.
Sir Graham Moore, G.C.B., G.C.M.G.
Joseph Hanwell, Esq.
Sir Henry W. Bayntun, K.C.B.
Sir Richard Lee, K.C.B.
Sir Peter Halkett, Kt. G.C.H.
Philip Stephens, Esq.
Hon. Charles Elphinstone Fleeming
Sir William Hotham, K.C.B.
Sir Pulteney Malcolm, G.C.B., G.C.M.G.
Sir John Harvey, K.C.B.

Vice-Admirals of the White—

Sir Josias Rowley, Bart. K.C.B., G.C.M.G.
Sir Edward Codrington, G.C.B., G.C.M.G.
Sir George Parker, K.C.B.

TO BE VICE-ADMIRALS OF THE RED—

Vice-Admirals of the White—

John Erskine Douglas, Esq.
Ross Dounelly, Esq.
Sir John P. Beesford, Bart. K.C.B., G.C.H.
Thomas Le Marchant Gosselin, Esq.
Sir Charles Rowley, Bart. K.C.B., G.C.H.
Robert Rolles, Esq.
Sir David Milne, K.C.B.
Sir Robert Waller Olway, Bart. K.C.B.
Richard Dacres, Esq. G.C.H.
Edward Fellowes, Esq.

Vice-Admirals of the Blue—

Sir Willoughby Thomas Lake, K.C.B.
Sir Charles Ogle, Bart.
Henry Raper, Esq.
Sir George Eyre, K.C.B.
Robert Dudley Oliver, Esq.
Man Dobson, Esq.
Hon. Sir John Talbot, K.C.B.
John Richard Delap Tollemache, Esq.
John Giffard, Esq.

TO BE VICE-ADMIRALS OF THE WHITE—

Vice-Admirals of the Blue—

John West, Esq.
Stephen Poyntz, Esq.

Right Hon. John Lord Colville

John Cochet, Esq.
Sir Henry Digby, K.C.B.
Sir Charles Ekins, K.C.B.
Benjamin William Page, Esq.
Hon. Philip Wodehouse
Thomas Alexander, Esq.

Rear-Admirals of the Red—

Right Hon. Lord Mark Robert Kerr
Sir Thomas Harvey, K.C.B.
Sir Richard Hussey Hussey, K.C.B.
Henry Richard Glynn, Esq.
Sir Edward Hamilton, Bart. K.C.B.
Sir Thomas Baker, K.C.B.
Sir Robert Laurie, Bart. K.C.B.
Sir William Hall Gage, Kt. G.C.H.
Hon. Sir Charles Paget, Kt. G.C.H.
Richard Worsley, Esq.
Aiskew Paffard Holles, Esq.

TO BE VICE-ADMIRALS OF THE BLUE—

Rear Admirals of the Red—

Sir Henry Heathcote, Kt.
Sir E. W. C. R. Owen, K.C.B., G.C.H.
Sir George Scott, K.C.B.
Sir Thomas Dundas, K.C.B.
Richard Harrison Pearson, Esq.

Rear-Admirals of the White—

Sir John Treman Rodd, K.C.B.
Sir Thomas Masterman Hardy, Bart. G.C.B.
Sir Graham Eden Hammond, Bart. K.C.B.
Robert Honyman, Esq.
Hugh Downman, Esq.
Hon. Sir Thomas Bladen Capel, K.C.B.
Right Hon. Lord James O'Brien, G.C.H.
Richard Matson, Esq.
John Mackellar, Esq.
Sir Charles Adams, K.C.B.
William Ganger, Esq.
John Chambers White, Esq.
Adam Drummond, Esq.
Robert Hall, Esq.
Robert Lloyd, Esq.

TO BE REAR ADMIRALS OF THE RED—

Rear-Admirals of the White—

Sir Thomas Livingston, Bart.
Sir Edward Bruce, K.C.B.
Rear Admirals of the Blue—
Sir Jahleel Brenton, Bart. K.C.B.
Francis William Austen, Esq. G.C.B.
Sir Patrick Campbell, K.C.B.
Norbourne Thompson, Esq.
Edward Stirling Dickson, Esq.
Thomas James Mahng, Esq.
Sir John Acworth Ommannney, K.C.B.
Henry Stuart, Esq.
Zachary Mudge, Esq.
Henry Hull, Esq.
Alexander Wilmot Schomberg, Esq.
Sir Edward Durnford King, Kt. K.C.H.
Henry Vansittart, Esq.
George Mundy, Esq. G.C.B.
Sir Philip Bowes Vere Broke, Bart., K.C.B.
Sir Frederick Lewis Maitland, K.C.B.
Frederick Warren, Esq.
James Carthew, Esq.

TO BE REAR-ADMIRALS OF THE WHITE—

Rear-Admirals of the Blue—

Sir Thomas Buggs, G.C.M.G.
John Broughton, Esq.
Right Hon. Thomas Earl of Dundonald
Sir William Parker, K.C.B.
Sir Robert Tristram Ricketts, Bart.
George M'Kinley, Esq.
Sir Charles Dashwood, Kt.

And the under mentioned Captains were also appointed Flag-Officers of His Majesty's Fleet:

TO BE REAR-ADMIRALS OF THE WHITE:—

Richard Curry, Esq. C.B.
William Skipsey, Esq.
Hon. Frederick Loring Irby, C.B.
John Wentworth Loring, Esq. C.B.
Sir Robert Howe Bromley, Bart.
Hon. Duncombe Pleydell Bouverie
John Dick, Esq.
Sir Samuel Warren, Kt. C.B. & K.C.H.
Anselm John Griffiths, Esq.
Sir Charles Bullen, Kt. C.B., K.C.H.
George Tobin, Esq. C.B.
William Henry Webley Parry, Esq. C.B.
Edward Galwey, Esq.
John Hayes, C.B., Esq.

TO BE REAR-ADMIRALS OF THE BLUE:—

Samuel Campbell Rowley, Esq.
Thomas Browne, Esq.
Samuel Pym, Esq. C.B.
Robert Jackson, Esq.
Sir Robert Barrie, Kt. C.B., K.C.H.
Charles Bayne Hodgson Ross, Esq. C.B.
Sir Charles Malcolm, Kt.
Francis William Fane, Esq.
Hon. George Elliott, C.B.
William D'Urban, Esq.
James Hillyar, Esq. C.B., K.C.H.
Right Hon. Lord William Fitzroy, C.B.
Right Hon. Lord George Stuart, C.B.
Sir Hugh Pigot, Kt. C.B., K.C.H.
John Tower, Esq. C.B.
Edward Hawker, Esq.
Charles Richardson, Esq. C.B.
Sir Arthur Farquhar, Kt. C.B., K.C.H.
Sir James Alexander Gordon, K.C.B.
Hon. Frederick William Aylmer, C.B.
Richard Thomas, Esq.

ADMIRALTY, Jan. 17.

The name of the under-mentioned officer was omitted in the list of Captains appointed Flag Officers of His Majesty's Fleet, and promoted to be Rear-Admirals of the White, in the Gazette of the 10th of January instant—viz., Richard Byron, C.B.

The following Captains are to be Rear-Admirals on the Retired List:—

Charles Feilding
Daniel Woodall, C.B.
John Waine
Richard Poulton
Peter Riboulet
Matthew Buckle
John Allen (a)
James Noble
Francis Holmes Coffin
Jeffery Rangersfield
Christopher J. Williams Nesham
John Wright
Henry Folkes Edgell
Cornelius Quinton
William Butterfield
William Young
William Henry Daniell
Jacob Walton
Augustus Brien
Buckley Mackworth Praed
Samuel Motley
Edward Walpole Browne
John Ronett Smollett
William Ricketts
Honourable William Le Poer Trench
Edward Sneyd Clay
Charles Carter
Francis Godolphin Bond
William Henry Brown Tremlett
Samuel Butcher
Robert O'Brien
Matthew Godwin

James Master
Sir S. P. Humphreys, Kt. K.C.H., C.B.
Francis Temple
Henry Gordon

TO BE CAPTAINS.

F. W. Lapidges (1833)
Richard Barton, (1812)
Wm. Slaughter, (1810)
Thomas Gill, (1814)
John Paison, (1816)
Wm. Allen Herringham, (1818)
Robert Gordon, (1820)
James Bissier, (1822)
Robert Foul, (1823)
Robert Contant McClea, (1824)
John Pole, (1824)
Michael Quin, (1824)
Richard Owen, (1826)
William Hewett, (1826)
John Ballou Maxwell, (1827)
John Rivett Carnac, (1827)
Spencer Lambert Hunter Vassall, (1827)
Thomas Maitland, (1827)
Thomas Dilke, (1827)
William Robertson, (b) (1827)
William Hargood, (1828)
Sir Thomas R. T. Thompson, Bart. (1828)
Hugh Nurse, (1828)
Robert Smart, K. H. (1828)
George Rodney Mundy, (1828)
Sir William Dickson, Bart. (1829)
William Sydney Smith, (1830)

TO BE COMMANDERS.

Robert Otway, (1824)
T. P. Le Hardy, (1829)
Samuel Gandy, (1809)
Lewie Augustus Robinson, (1812)
Robert Loney, (1812)
William Henry Quin, (1813)
John Hallowes, (1814)
Samuel Fielding Harmer, (1814)
John Adams, (b.) (1815)
John Morgan, (1815)
Thomas Vernon Watkins, (1815)
Francis Decimus Hastings, (1819)
Michael Alwell Slater, (1821)
Charles Anstruther Barlow, (1822)
Frederick Patten, (1822)
Thomas Mathias, (1823)
Adam Campedown Duncan, (1823)
Henry John Woth, (1824)
Francis Rawdon Monia Crozier, (1826)
John Neal North, (1826)
George Hathorn, (1827)
George Ramsay, (1827)
Harry Eyles, (1827)
John William Douglas Brisbane, (1827)
John Clements Wickham, (1827)
Harry Edmund Edgell, (1828)
Sidney Henry Ussher, (1828)
George Byng, (1829)

TO BE LIEUTENANTS.

William Fowler
Sir F. A. Nicholson, Bart.
— Newman
Matthew Peppin
William Robinson
George Moritt
Frederick W. Foote
John Hollingworth
William Ellis
John Paterson Bower
John Currie Bynon
Bartholomew Jefferey
C. W. Lindsay
Augustus Cooper
Augustus Henry Ingram
David Edwards
W. E. Triscott
Robert Boyle Miller
John Sibbald

John Henry Norcock
V. A. Massingberd
Peter Benson Stewart
John Fitzgerald Carroll
Graham Gore
D. R. B. Mapleton
J. C. Hoscason
Richard Strode Hewlett
John L. Stokes.
John Lodwick

APPOINTMENTS.

ADMIRALTY, Jan. 10.

His Majesty has been graciously pleased to appoint the three Officers under-named to be Extra Naval Aide-de-Camp to His Majesty.

Captain Thomas Brown, Captain Sir F. A. Collier, C.B. and K.C.H., Captain Sir William Howe Mulcaster, C.B. and K.C.H., vice Captain Hon. George Elliott, Right Hon. Lord George Stuart, and the Hon. F. W. Aylmer, promoted to the rank of Rear-Admirals.

Vice Admiral Sir Robert Waller Otway, Bart. K.C.B., to be Com.-in-Chief at Sheerness

Vice-Admiral the Hon. Sir Charles Paget, Kt. G.C.H., to be Com.-in-Chief of the West India and N. American Station

Rear-Adm. Fred. Warren, Portsmouth Dockyard

Rear-Admiral John Hayes, C.B., Plymouth Dockyard

CAPTAINS.

Hyde Parker, C.B., Chatham Dockyard

Sir John Louis, Bart., Woolwich Dockyard

W. P. Cumby, C.B., Pembroke Dockyard

John Hancock, C.B., Plymouth Ordinary

COMMANDERS.

Alex. Milne Snake

Hon. J. Denman Scylla

H. E. Coffin Trinculo

Lord Clarence Paget Foal

Hon. F. T. Pelham Tweed

LIEUTENANTS.

T. V. Anson Snake

George Lavin Scylla

H. F. Mills Trinculo

MASTERS.

J. Rogers Trinculo

John Pascoe Alert

J. F. Boxer Scylla

SURGEON.

— Gordon Scylla

ASSIST.-SURGEONS.

J. J. Peddie, (sup.) Britannia

T. L. Graham Stag

Walter Hobbs Savage

PURSERS.

George Dought Snake

G. T. Plumbly Scylla

J. Holme Trinculo

Isaac Roberts Samarang

ROYAL MARINES.

WAR OFFICE, Jan. 10.—PROMOTIONS.

His Majesty has been pleased to appoint the following Officers of the Royal Marines, to take rank by Brevet, as undermentioned. Commissions to bear date 10th January, 1837.

TO BE MAJOR GENERALS IN THE ARMY:—

Colonels—

Sir John Boscawen Savage

Robert McCleverty

TO BE LIEUTENANT-COLONELS IN THE ARMY:—

Majors—

John Wright

Nathaniel Cole

George Peebles

Edward Bailie

John Owen

Peter Jones

TO BE MAJORS IN THE ARMY.—

Captains—

Charles Menzies

Henry John Mutton

James Hall Harrison

William Ferguson

Julius Fleming

Richard Swale

Joseph Walker

Thomas Peebles

Brevet-Major E. S. Mercer to be Major

First-Lieut. J. R. Mascall to be Captain

Second-Lieut. J. G. A. Ayles to be First-Lieut.

ARMY.

OFFICE OF ORDNANCE, Dec. 26.

Coups of Royal Engineers—Gentlemen Cadets to be Second Lieuts.—G. F. Mann, W. C. B. Fullon, S. Westmacott, C. A. Broke, C. E. Stanley.

Royal Regiment of Artillery—Gentlemen Cadets to be Second-Lieuts.—J. M. Adye, vice Drinzy, promoted; F. A. Campbell, vice Elliott, promoted; H. P. Goodenough, vice Maclean, promoted; O. B. Mackie, vice G. R. Wynne, promoted; C. A. Balfour, vice L. W. Wynne, promoted; G. B. Shakespeare, vice Ramsay, promoted; H. G. Alston, vice Jones, promoted.

WAR OFFICE, Dec. 30.

5th Dragoon Guards—Lieut. R. Meade to be Capt., by purchase, vice Loraine, who retires; Cornet J. Whitaker to be Lieut. by purch., vice Meade.

15th Light Dragoons—Lieut. H. B. Higgins, from 31st Foot, to be Lieut., by purch., vice Currington, who retires.

7th Foot—Lieut. L. W. Yea to be Capt., by purch., vice Hamilton, who retires; Ensign T. St. Vincent H. Trowbridge, from 73d Foot, to be Lieut., by purch., vice Yea.

11th Foot—G. E. A. Tobia, Gent., to be Ensign, by purchase, vice Graves, promoted in the 31st Regiment of Foot.

31st Foot—Ensign Hon. G. A. F. C. Graves,

from 11th Foot, to be Lieut., by purch., vice Higgins, appointed to 15th Light Dragoons.

38th Foot—A. A. Anderson, Gent., to be Ensign, without purch., vice Robinson, promoted in the 49th Foot.

40th Foot—Capt. J. Gray, from the 57th Foot, to be Capt., vice Morphet, who exchanges.

41st Foot—T. O. Evans, Gent., to be Ensign, without purch., vice Owen, appointed to the 90th Foot.

45th Foot—Capt. H. Cooper, from the 62d Foot, to be Capt., vice Clarke, who exchanges.

49th Foot—Lieut. M. G. Sparks to be Capt., without purchase, vice Comy, deceased; Ensign W. De la P. Robinson, from 36th Foot, to be Lieut., vice Sparks.

57th Foot—Capt. M. Morphet, from 40th Foot, to be Capt., vice Gray, who exchanges.

62d Foot—Capt. G. H. Clarke, from 45th Foot, to be Capt., vice Cooper, who exchanges.

69th—Surg. A. Fergusson, M.D., from 1st West India Reg. to be Surg. vice White, appointed to the Staff.

73d Foot—D. Jones, Gent., to be Ensign, by purchase, vice Trowbridge, prom. in 7th Foot.

89th Foot—Staff Assist.-Surg. J. Morrison, to be Assist.-Surg., vice Orr, promoted 1st West India Regiment.

90th Foot—Ensign R. Owen, from 41st Foot, to be Ensign, without purch.; Ensign C. M. Chester, to be Adjutant, vice Cotton, deceased.

93d Foot—Capt. J. Arthur to be Major, by purch., vice Gordon, who retires; Lieut. R. E. Campbell to be Capt., by purch., vice Arthur; Ensign R. M. Bonner to be Lieut., by purch., vice Campbell; D. Seton, Gent., to be Ensign, by purch., vice Bonner.

94th Foot—Ensign D. Elliott M'Kirdy to be Lieut., by purchase, vice Welsh, who retires; E. Thompson, Gent., to be Ensign, by purch., vice M'Kirdy.

97th Foot—Lieut. A. Carmichael to be Capt., without purchase, vice O'Neill, appointed Paymaster; Lieut. J. Russell, from the h.p. of 25th Foot, to be Lieut., vice Carmichael; Ensign J. Kinderley to be Lieut., by purchase, vice Russell, who retires; W. Garforth, Gent., to be Ensign, by purch., vice Kinderley; Capt. C. O'Neill to be Paymaster, vice Aldrich.

1st West India Regiment—Assist Surg. H. Orr, from the 89th Foot, to be Surg., vice Ferguson, appointed to the 63th Foot.

Royal Newfoundland Veteran Companies—Lieut. F. N. Skinner, from the Ceylon Rifle Regiment, to be Adjutant and Lieut.

Hospital Staff—Surgeon C. White, from 69th Foot to be Surg. to the Forces, vice Doyle, deceased; J. D. Grant, to be Assist. Surg. to the Forces, vice Morrison, appointed to the 89th Foot.

Unattached—Lieut. J. Ross, Adj. of a Rec. Dist., to be Capt., without purch.

WAR OFFICE, Jan. G.

11th Light Dragoons—Lieut. E. Roysds to be Capt., by purch., vice Dawson, who retires; Cornet C. E. Doherty to be Lieut., by purch., vice Roysds; Cadet A. B. Miller, from the Royal Military College, to be Cornet, by purch., vice Doherty.

15th Regiment of Foot—Capt. G. I. Call, from the half pay of the 31st Regiment of Foot, to be paymaster, vice B. Reilly, retired on half pay.

3d Foot—Cadet J. M. Primrose, from the Royal Military College, to be Ensign, without purchase, vice Hoste, deceased.

81st Foot—Staff Assist. Surg. G. Stewart to be Assist. Surg., vice Bell, who exchanges.

Hospital Staff—Assist. Surg. J. Bell, from the 1st Regiment of Foot, to be Assist. Surg. to the Forces, vice Stewart, who exchanges.

WAR OFFICE, Jan. 10.

First Regiment of Life Guards—Major and Lieut. Colonel Hon. H. F. C. Cavendish to be Lt. Col.

Second Regiment of Life Guards—Major and Lieut. Colonel George Greenwood to be Lieut. Colonel, without purchase.

Royal Regiment of Horse Guards—Major and Lieut. Colonel W. Richardson to be Lieut. Colonel, without purchase.

First or Grenadier Regiment of Foot Guards—Col. H. D'Oyly to be Lieut. Colonel, without purchase; Col. Wynyard to be Major, without purchase; Capt. and Lieut. Colonel H. E. Jodrell to be Major, with the rank of Colonel, vice D'Oyly; Lieut. and Capt. P. J. Percival to be Capt. and Lieut. Colonel, without purchase, vice Wynyard; Lieut. and Capt. W. F. Johnston to be Capt. and Lieut. Colonel, without purchase, vice Jodrell.

Coldstream Regiment of Foot Guards—Col. F. M. Millman to be Lieut. Colonel without purchase; Captain and Lieut. Colonel W. L. Dalton to be Major, with the rank of Colonel, vice Millman; Lieut. Colonel G. W. Wroughton, from h.p. Unattached, to be Capt. vice Walton.

Scots Fusilier Guards—Colonel D. Mercer to be Lieut. Colonel, without purchase; Brevet Colonel Sir J. A. Hope, K.C.B., to be Major, vice Mercer; Lieut. and Capt. S. Norval to be Capt. and Lieut. Colonel, vice Sir J. A. Hope,

16th Regiment of Foot—Major G. M'Donald to be Lieut. Colonel, without purch.; Capt. H. Clements to be Major, vice M'Donald; Lieut. and Adjut., C. F. Thompson to be Capt. vice Clements.

39th Foot—Major T. Poole to be Lieut. Col., without purchase; Capt. H. Smyth to be Major, vice Poole; Lieut. and Adjut. J. L. Innes to be Capt. vice Smyth.

66th Foot—Major J. Baird to be Lieut. Col., without purch.; Brevet-Major P. Duncan to be Major, vice Baird; Lieut. P. Dittmas to be Capt. vice Duncan; Ensign Lu Marchant Carey to be Lieut., vice Dittmas; Gentleman Cadet G. A. Taylor, from the Royal Military College, to be Ensign, vice Carey.

WAR OFFICE, Jan. 10.

His Majesty has been pleased to appoint the following Officers to take rank by Brevet, as under mentioned. The commissions to be dated 10th January, 1837.

10 THE GENERALS IN THE ARMY.

Lieutenant-Generals—

Francis Thomas Hammond

Robert Dudley Blake

Hon. Robert Meade

Sir William Houston, Bart., G.C.B.

George Mitchell

Sir Thomas Hislop, Bart., G.C.B.

Thomas Earl of Elgin

David Hunter

Sir John Slade, Bart.

Sir Frederick Augustus Wetherall

Hon. Sir William Lumley, G.C.B.

Sir Moore Disney, K.C.B.

John Mackenzie

Alexander Graham Stirling

John Michel

William Wilkinson

Sir Henry Tucker Montresor, K.C.B.

John Hodgson

Richard Thomas Nelson

Sir James Hay

James Robertson

Edward William Leyborne Popham

Sir Fitzroy Jeffries Grafton Maclean, Bart.

Sir Henry Frederick Campbell, K.C.B.

William Burnet

Charles Wm Marquess of Londonderry, G.C.B.

Lewis Bayly Wallis

John Sullivan Wood

Hon. Sir Charles Colville, G.C.B.

Frederick Charles White

Gore Browne

Sir Henry Fane, G.C.B.

Sir George Anson, G.C.B.

Kenneth Alexander Lord Howard of Effingham, G.C.B.

William Thomas Dilkes

Sir John Oswald, G.C.B.

Pinson Bonham

Sir William Anson, Bart., K.C.B.

TO BE LIEUTENANT GENERALS IN THE ARMY:—

Major-Generals—

Sir John Elley, K.C.B.

Henry Sheehy Keating, K.C.B.

Sir Lewis Grant

Sir Arthur Brooke, K.C.B.

Peter Carey

John M. Nair

Sir John Alexander Wallace, Bart., K.C.B.

Hastings Fraser

Selbrite Mawby

John Montagu Mainwaring

Hon. John Meade

Sir George Pownall Adams

Sir John Macleod

Henry Elliot

Overington Blunden

Sir Benjamin D'Urban, K.C.B.

John Locke
 Sir John Taylor, K.C.B.
 Sir Thomas Reynell, Bart. K.C.B.
 Sir Loftus William Otway
 Sir William Nicolay
 Sir Edward Kerrison, Bart.
 Sir Lionel Smith, K.C.B.
 Robert Barton
 Sir William Paterson
 Sir John Wright Guise, Bart. K.C.B.
 Sir Charles William Doyle
 Sir James Bathurst, K.C.B.
 Paul Anderson
 James Lord Glenlyon
 Sir Andrew Francis Bainard, K.C.B.
 Richard Pigot
 James Watson
 Sir Richard Bourke, K.C.B.
 Hon. Patrick Stuart
 Hon. Henry Otway Trevor
 Sir James Stevenson Burns, K.C.B.
 William George Lord Harris
 Sir Howard Douglas, Bart.
 Sir Theophilus Pritzel, K.C.B.
 Montagu Burrows
 Hon. Arthur Percy Upton
 Sir John Cameron, K.C.B.
 Samuel Huskisson
 Henry Monckton
 John Maister
 Hon. George Murray
 Sir Henry Askew
 Hon. William Stuart
 Sir Jasper Nicholls, K.C.B.

TO BE MAJOR-GENERALS IN THE ARMY.—
 Colonel—

Hon. H. Beauchamp Lygon, 1st Life Guards
 Hon. Edward Pymond Lygon, 2nd Life Guards
 Sir John Geo. Woodford, Grenadier Guards
 John Pringle, half-pay Unattached
 Sir David Ximenes, 16th Foot
 Daniel Colquhoun, half-pay 7th Garrison Bat.
 John Stafford, half-pay Bourbon Regiment
 Charles Nicol, 66th Foot
 Sir G. H. F. Berkeley, K.C.B., half-pay Unat.
 Sir Patrick Lundesay, 39th Foot
 S. H. Berkeley, half-pay 6th West India Reg.
 C. J. Napier, half-pay, Inspecting Field Officer
 of Militia
 Heber Tounel, Inspector of Militia in Jersey
 Sir J. Dickson, K.C.B., h. p. Permanent Assistant Quartermaster-General
 Sir Octavus Carey, h. p. Inspecting Field-Officer
 of Militia
 H. F. Cooke, h. p. 6th West India Regt.
 Sir Henry King, h. p. 82nd Foot
 Sir E. J. M. Macgregor, Bart., h. p. 8th Light
 Dragoons
 Edward Gibbs, h. p. 52nd Foot
 G. T. Napier, h. p. Sicilian Regiment
 Sir C. B. Vere, K.C.B., h. p. 60th Foot
 Hon. H. R. Pakenham, h. p. Portuguese Officers
 Sir John Harvey, h. p. Unattached
 Sir Leonard Greenwell, h. p. Unattached
 Sir G. Scovell, K.C.B., h. p. Royal Waggon Train
 Ulysses Lord Downes, K.C.B., h. p. Unattached
 Sir Robert Henry Dick, h. p. Unattached
 Sir Neil Douglas, h. p. Inspecting Field Officer
 of Militia
 George Marquess of Tweeddale, K.T., h. p. 100th
 Foot
 William K. Elphinstone, h. p. 16th Light Drag.
 Sir Frederick William Trench, h. p. Permanent
 Assistant Quartermaster-General
 Alexander Lord Salkton, Grenadier Guards
 Henry Wyndham, h. p. 9th Light Dragoons
 Edward Bowater, Scots Fusilier Guards
 Clement Hill, Royal Horse Guards
 Sir W. M. Gomm, K.C.B., Coldstream Guards
 TO BE COLONELS IN THE ARMY:—
 Lieutenant-Colonels—
 C. E. Conyers, h. p. Inspecting Field-Officer of
 Militia

George Augustus Henderson, h. p. Inspecting
 Field-Officer of Militia
 Richard Roberts, h. p. Unattached
 Roger Parke, h. p. Unattached
 Robert Barclay Macpherson, h. p. 71st Foot
 George Hamilton Gordon, h. p. 71st Foot
 Philip Hay, h. p. 25th Light Dragoons
 David Williams, Inspecting Field Officer of a
 Recruiting District
 Patrick Nicolson, h. p. 27th Foot
 James Allan, 57th Foot
 Archibald Money, h. p. 60th Foot
 Robert Torrens, h. p. 38th Foot
 Henry Edmund Joddrell, Grenadier Guards
 Henry Dawkins, h. p. Unattached
 David Forbes, h. p. 78th Foot
 John Frederick Ewart, Inspecting Field-Officer
 of a Recruiting District
 Henry Adolphus Proctor, h. p. 6th Foot
 William Jettols, h. p. 53rd Foot
 William Riddell, h. p. Unattached
 Thomas Penn Addison, h. p. 99th Foot
 Francis Cockburn, 2d West India Regiment
 Thomas Steele, h. p. Unattached
 C. J. Doyle, h. p. 2d Garrison Battalion
 T. Charlotte, h. p. 7th West India Regiment
 George Arthur, h. p. York Chasseurs
 Colley Lyons Lucas Foster, h. p. Unattached
 Edward Parkinson, h. p. 11th Foot
 Thomas Hunter Blair, h. p. Unattached
 Lawson Kelley, h. p. 73d Foot
 Edward Cheney, h. p. Waterville's Regiment
 Richard Luchlyu, h. p. 28th Foot
 Peter Augustus Lantour, h. p. 23d Light Drag.
 John Hare, 27th Foot
 Peter Brown, h. p. 14th Foot
 Thomas Francis Wade, h. p. Unattached
 Richard Egerton, h. p. Unattached
 William Chalmers, h. p. 57th Foot
 Francis Palmer, h. p. Unattached
 Chatham Horace Churchill, 31st Foot
 George Miller, h. p. Unattached
 Charles Beckwith, h. p. Rifle Brigade
 John Campbell, Inspecting Field-Officer of a
 Recruiting District
 William Campbell, h. p. 23d Foot
 J. C. Bomber, h. p. 22d Light Dragoons
 James Grant, h. p. 23d Foot
 Fiehlung Browne, h. p. Rifle Brigade
 Thomas William Taylor, h. p. Superintendent
 Cavalry Riding Establishment
 Lawrence Alumban, h. p. 1st Foot
 Henry George Smith, h. p. Unattached
 Felix Calvert, h. p. Unattached
 William Staveley, h. p. Unattached
 De Lacy Evans, h. p. 5th West India Regiment
 Hon. Leicester Stanhope, h. p. Unattached
 Alexander Higginson, Grenadier Guards
 T. H. H. Davies, h. p. Chasseurs Britanniques
 Charles Allix, h. p. Unattached
 Thomas Brooke, Grenadier Guards
 William Henry Scott, Scots Fusilier Guards
 H. P. Davidson, h. p. 5th West India Regiment
 Sir Thomas Reade, h. p. 24th Foot
 F. L. Coore, h. p. York Light Infantry Volunteers
 John Moryllou Wilson, h. p. 77th Foot
 Thomas Willschire, 2d Foot
 Henry Oglander, 26th Foot
 Matthew Stewart, h. p. Portuguese Officers
 Hon. John Maitland, 32d Foot
 George Ewart, h. p. Unattached
 Hon. H. E. Butler, h. p. 2d Garrison Battalion
 William Drummond, Scots Fusilier Guards
 Edward Fleming, Inspecting Field Officer of a
 Recruiting District
 Sir Alexander Anderson, h. p. Unattached
 John Rolt, h. p. Unattached
 Turner Grant, Grenadier Guards
 Sir C. W. Dance, h. p. Royal York Rangers
 James Hughes, h. p. 18th Light Dragoons
 Philip Bambridge, Permanent Assistant Quar-
 termaster-General
 Kenneth Snodgrass, h. p. Unattached

William Balvaird, h p. Unattached
 Sempronius Stretton, h p. 84th Foot
 T. E. Napier, h p. Chasseurs Britanniques
 N. Thorn, Permanent Assistant-Quartermaster-General

William Henry Sewell, 31st Foot
 W. L. Darling, h p. 2d Garrison Battalion
 Sir William Lewis Herries, h p. Unattached
 John McDonald, 92d Foot
 Thomas Staunton St. Clair, h p. Unattached
 George William Paty, 94th Foot
 George Warren Walker, h p. Unattached
 Lord James Hay, h p. Unattached
 T. H. Dawes, h p. 22d Light Dragoons
 Harry Bullock Harris, h p. Unattached
 Thomas James Wenys, h p. 99th Foot
 Robert Burd Gabriel, h p. 22d Light Dragoons
 Henry Thomas, 20th Foot
 William Rowan, h p. Unattached
 James Shaw Kennedy, h p. Unattached
 Arthur Wm. Moyses Lord Sandys, 2d Dragoons
 R. W. H. Vyse, h p. Unattached
 Gideon Gougeur, h p. Unattached
 Thomas P. Howard, h p. 23d Light Dragoons
 Robert William Mills, h p. 9th Foot
 Frederick Ashworth, h p. 58th Foot
 Robert Bryce Fearon, 6th Foot
 Henry Balneavis, half pay, Unattached
 V. E. Eyre, late Horse Grenadier Guards
 Francis Maule, h p. Sherket's Regiment
 Thomas Thornbury Woolridge, h p. 91st Foot
 George Leigh Goldie, 11th Foot
 Gustavus Roehlfot, h p. 100th Foot
 Hon. Frederick Cathcart, h p. 92d Foot
 William Henry Meyrick, h p. Unattached
 George Powell Hugginson, h p. Unattached
 Hugh Edward Hunter, h p. Unattached
 Sir John Macra, h p. Unattached
 George Bowles, Coldstream Guards
 Thomas Banbury, 67th Foot
 Hon. H. F. C. Cuyendish, 1st Life Guards
 T. Youngusband, h p. 4th Dragoon Guards
 Philip Ray, h p. Scots Fusilier Guards
 Lord J. T. H. Somerset, h p. Unattached
 George Couper, h p. Unattached
 Henry Godwin, h p. 87th Foot
 Philip Wodehouse, h p. Unattached
 Thomas William Robbins, h p. 15th Foot
 Rodenick Macneil, h p. Unattached
 George Dean Pitt, 80th Foot
 William Sutherland, 5th Foot
 Henry Raney, h p. Unattached
 Hon. Charles Gore, h p. Unattached
 James Cassidy, Inspecting Field Officer of a Recruiting District
 Robert Dalvell, h p. Unattached
 C. R. Fox, Extra Aide-de-Camp to the King

TO BE LIEUTENANT-COLONELS IN THE ARMY:—

Majors:—

David Gregory, h p. 1st Garrison Battalion
 Ambrose Lane, h p. 44th Foot
 Anthony Lyster, h p. Unattached
 Richard Hatt, h p. 2d Garrison Battalion
 John Charles Smith, h p. Unattached
 Nathaniel Bean, h p. 49th Foot
 John Austen, h p. Unattached
 Jacob Watson, h p. Unattached
 Henry North, h p. 14th Foot
 James McHaffie, h p. 60th Foot
 William Grierson, 15th Foot
 Joseph Dacre Lacy, h p. 2d Garrison Battalion
 Alexander Daniel, h p. 63d Foot
 Robert Hall, h p. 103d Foot
 John Blackmore, h p. 8th Foot
 George Dods, h p. 1st Foot
 George Jackman Rogers, h p. Unattached
 George Noleken, h p. Unattached
 Robert Blake Lynch, h p. Unattached
 Charles Cranstone Dixon, h p. Unattached
 Edward Dudreneue, h p. 21st Foot
 Henry Blake, h p. 6th Garrison Battalion

Eyre Evans Kenny, h p. Unattached
 Francis Campbell, h p. Unattached
 Colin Campbell Mackay, h p. 78th Foot
 William Brewse Kersteman, h p. 10th Foot
 John Falcouer Briggs, h p. 28th Foot
 Robert Simpson, h p. 18th Foot
 Charles Wood, h p. Unattached
 William Moore, h p. 14th Foot
 Peter Mathewson, h p. Royal York Rangers
 Archibald Cameron, h p. 5th Foot
 Edmund Browne, h p. Unattached
 Hon. E. Cadogan, h p. 8th West India Regiment
 Edward Knight, h p. Portuguese Officers
 C. M. Clanchy, h p. Portuguese Officers
 Samuel Reed, h p. 71st Foot
 Charles Diggle, Royal Military College
 Richard Coker, h p. Portuguese Officers
 Robert Howard, h p. Unattached
 Arthur Kennedy, h p. Unattached
 Charles Gaudin, h p. 60th Foot
 Adam Gifford Downing, h p. 81st Foot
 Frederick Goulburn, h p. 104th Foot
 John Blake Lynch, h p. Unattached
 Thomas Dundas, h p. 3d Ceylon Regiment
 John Murray Belshes, h p. Unattached
 Samuel Watt, h p. 4th West India Regiment
 Edward Knox, h p. 2d Garrison Battalion
 John Balmington, h p. 24th Light Dragoons
 Sir John Scott Lalib, h p. 31st Foot
 Sir Frederick Watson, h p. Portuguese Officers
 Benjamin Orlando Jones, h p. Unattached
 Thomas Peacocke, h p. Portuguese Officers
 James Delancey, 1st Dragoon Guards
 William Hulme, 96th Foot
 Russell Harvey, h p. 1st Foot
 William Leighton Wood, h p. 21st Foot
 Alexander Barton, 12th Light Dragoons
 William Mackay, h p. 60th Foot
 William Tomkinson, h p. 24th Light Dragoons
 Digby Mackworth, h p. Unattached
 John Brown 98th Foot
 William Bennett, h p. Unattached
 Samuel Fox, h p. Unattached
 John Crowe, h p. Unattached
 Thomas Mahng, 2d West India Regiment
 James Ross, h p. 3d West India Regiment
 John Bazalgette, h p. Unattached
 Charles Colles, h p. 84th Foot
 Peter Tuppi, 98th Foot
 Charles Pepper, h p. 27th Foot
 James Baird, 66th Foot
 Carlisle Spedding, h p. 32d Foot
 William Green, h p. Unattached
 Daniel Baby, h p. Unattached
 Hugh M'Grigor, h p. 63d Foot
 James Anon, h p. Unattached
 Dunlop Digby, h p. Unattached
 William Hinde, h p. Memon's Regiment
 Thomas Cox Kirby, h p. Unattached
 Richard Cole, h p. Unattached
 Joshua Crosse, h p. Unattached
 J. G. N. Gibbs, h p. Malta Regiment
 Thomas Buck, h p. 98th Foot
 James Ballard Gardner, h p. 74th Foot
 Thomas Jones, h p. 21st Light Dragoons
 George Nicholls, h p. Unattached
 William Crokat, h p. Unattached
 Daniel Wright, h p. Unattached
 Robert Bateman, h p. Unattached
 Peter Dudgeon, h p. Unattached
 Michael Horace Campbell, h p. 21st Foot
 William Hanbury Davies, h p. Unattached
 John Mitchell, h p. Unattached
 Stephen Cuppage, h p. Unattached
 James Thomson, h p. Unattached
 Charles Wright, Royal Military College
 Norcliffe Norcliffe, h p. 18th Light Dragoons
 Sir William Davison, h p. 2d Foot
 Robert Martin Leake, h p. Unattached
 Henry Ellard, h p. Unattached
 Abraham J. Cloete, h p. 21st Light Dragoons
 Charles Christopher Johnson, h p. 10th Foot

TO BE MAJORS IN THE ARMY —

Captains—

Henry Cooper, 99th Foot
 Henry Simmonds 61st Foot
 William Kirkkelly, 84th Foot
 Thomas Reed 70th Foot
 Vance Young, Donaldson 57th Foot
 Henry Owen Wood 37th Foot
 Henry Clements, 16th Foot
 John Doyle 42d Foot
 Arthur O Keefe 79th Foot
 John Boyd 91st Foot
 Charles Gregory 49th Foot
 Roche Monde 21st Foot
 Henry Hutton 80th Foot
 Philip Joshua Price 1st Grenadier Guards
 William Frederick Tomlinson Grenadier Guards
 Charles Brannwell 8th Foot
 John Chyngise 74th Foot
 Henry Clinton Van Cattaedt 31st Foot
 J C Griffiths 1st Major, Saint John's, Newfoundland
 James Lister 95th Foot
 Thomas Smith, 9th Foot
 George Henry Edward Murphy 6th Foot
 Richard Wheeler 160th 6th Foot
 Peter John Willats 48th Foot
 John Costly 37th Foot
 John Casuarin Hould 74th Foot
 Charles Willett, Cavalry Rifle Regiment
 George Bolton 29th Foot
 Thomas Hewitt Bayly 61th Foot
 George Thomas Curren 10th Foot
 Thomas Rodwell 1st Foot
 James Henry Walsh 34th Foot
 John Herbert 3th Foot
 James Henry Chamber 25th Foot
 Oswald Edgar Peckinridge, Shropshire
 William C 34th Foot
 Michael White 11th Light Dragoon
 John Banner 1st Foot
 Andrew Dillen 64th Foot
 James Mason 1th Foot
 John Campbell 94th Foot
 Thomas Bennett Indian 20th Foot
 William I was 24th Foot
 Robert Martin 10th Foot
 Alexander Macdon 80th Foot
 Henry Burson 1st Foot
 James Mylne 11th Light Dragoons
 William Gouvenille 21st Foot
 Edward William I was 1st Foot
 Edward Conolly 4th Foot
 Peter Smith 1st 21st Foot
 David Hay 1th Dragoon Guards
 Thomas Keay 1th 22d Foot
 Robert S. Aitchison 1st Mounted Riflemen
 William Turner, 50th Foot
 George Cosby Happon 6th Foot
 William Johnstone 26th Foot
 George Smith, Royal Horse Guards
 William James Subbrian 1st Foot
 John Elliott 4th Light Dragoons
 Thomas Stewart, 24th Foot
 George Fopp Lindsay 94th Foot
 John Crawford 6th Foot
 Charles O'Neill 44th Foot
 Henry Reid 32d Foot
 W W Huntley 3d Dragoon Guards
 Tristram Charnley Squire 15th Foot
 William Chamber, 11th Foot
 Hon Artilla Charles Legge 1st Light Guards
 John McCummin 11th Foot
 William Long 71st Foot
 William White Crawford 74th Foot
 William Kemp, Staff Captain Chatham
 Edward Philip White, Royal Staff Corps
 Thomas Edwin Kelly, Rifle Brigade

WAR OFFICE, Jan. 10

His Majesty has been pleased to appoint the following Officers, of the Royal Artillery and

Royal Engineers, to take rank by Brevet, is undermentioned. Commissions to bear date 19th January, 1837.

JO BE GENERALS IN THE ARMY:—

Lieutenant Generals—

John Daniel Arabin
 Sir John Smith
 Thomas K. Churleton
 Charles Lister

JO BE LIEUTENANT-GENERALS IN THE ARMY —

Major Generals—

Henry Shipyard
 George Wulff
 Sir Samuel Dreyfus De Klenck
 Sir William Wilson
 Spencer Chudmery
 Augustus De Launay
 George William Phillips
 William Millin
 George Salmon

JO BE MAJOR-GENERALS IN THE ARMY —

Colonel —

Sir Howall Highmore, Lieut.
 John Walter Dainton, Royal Engineers
 Sir George Whitmore, Royal Engineers
 Sir C. W. Thornton, late Royal Artillery
 Sir Alexander Doolan, K. C. B. Royal Artillery
 Sir F. J. Jones, late Royal Engineers
 Sir Thomas Downman, Royal Artillery
 Frederick R. Thierney, Royal Engineers
 Sir S. K. Chapman, Royal Engineers
 John Francis Birch, Royal Engineers
 Captain Neill, Royal Engineers
 Sir H. Cannon, K. C. B. Royal Artillery
 Alexander W. S. Ingham, Royal Artillery
 John Vaughan, late Royal Artillery
 George Mann, Royal Engineers
 Henry J. L. Royal Artillery
 Stephen G. A. Royal Artillery
 Henry J. L. Royal Artillery
 Thomas J. L. Royal Artillery
 Peter W. L. Royal Artillery
 George Wright, Royal Engineers
 John H. L. Royal Engineers
 John L. W. Royal Artillery
 Alexander M. Royal Artillery
 John P. L. Royal Artillery
 John L. W. Royal Artillery

JO BE LIEUTENANTS IN THE ARMY —

Lieutenant Colonel —

John St. John, Royal Irish Artillery
 Henry Allen, late Royal Irish Artillery
 James Brown, late Royal Irish Artillery
 John C. L. late Royal Irish Artillery
 John B. L. late Royal Artillery
 Sir William Goss, Royal Engineers
 George Carlow, Royal Engineers
 William Greenish, late Royal Artillery
 Alexander Macdonald, Royal Artillery

JO BE LIEUTENANT COLONELS IN THE ARMY —

Majors—

William Buron, 15th Royal Engineers
 John B. L. Royal Engineers
 Thomas Dainton, Royal Artillery
 William R. L. Royal Engineers
 Henry B. L. Royal Artillery
 William Bolden, late Royal Artillery
 William Webster, late Royal Artillery
 John N. L. Royal Engineers
 William B. L. Royal Artillery
 Anthony Emmett, Royal Engineers
 Edmund Thomas W. L. Royal Artillery

JO BE MAJORS IN THE ARMY —

Captains—

Edward Sabine, Royal Artillery
 Richard Zachary Mudge, Royal Engineers
 Archibald Walker, Royal Engineers
 Sebastian Williams, Royal Engineers
 Frederick English, Royal Engineers

Alexander Brown, Royal Engineers
 William Cuthbert Ward, Royal Engineers
 William Dunn, Royal Artillery
 Zachary Clutterbuck Bayly, Royal Artillery
 James Gordon, Royal Engineers
 George Barney, Royal Engineers
 Edwin Cruttenden, Royal Artillery
 Harry David Jones, Royal Engineers
 Allen Cameron, Royal Artillery
 Richard Henry Bonnycastle, Royal Engineers
 James Sinclair, Royal Artillery
 Anthony Marshall, Royal Engineers
 George Forbes Thompson, Royal Engineers
 James Gray, Royal Artillery
 Robert Sloper Piper, Royal Engineers
 Sir George Gibbs, Royal Engineers
 Phillip Barry, Royal Engineers
 James Fogo, Royal Artillery
 Hon William Arbuthnot, Royal Artillery
 Henry Blachley, Royal Artillery
 James Archibald Chalmers, Royal Artillery
 Forbes Macbean, Royal Artillery
 William Redman Ord, Royal Engineers
 William Henry Stopford, Royal Artillery
 Lloyd Dowse, Royal Artillery
 George John Belsou, Royal Artillery
 Peter Desbrisay Stewart, Royal Artillery
 Robert Franck Romer, Royal Artillery
 Roger Kelsall, Royal Engineers
 Richard Carr Molesworth, Royal Artillery
 William Bell, Royal Artillery
 George Brodie Fraser, Royal Artillery
 Matthew Lomi, Royal Artillery
 Thomas Grantham, Royal Artillery
 Henry John Savage, Royal Engineers
 Francis Hautam, Royal Artillery
 John Gordon, Royal Artillery
 Marcus Antonius Waters, Royal Engineers
 Pennel Cole, Royal Engineers
 Poole Vallancey, England, Royal Artillery
 Irvine Whitty, Royal Artillery
 Henry Lewis Sweeting, Royal Artillery
 Frederick Wright, Royal Artillery
 James Humphreys Wood, Royal Artillery
 William Ernst Jackson, Royal Artillery
 Basil Robinson Heron, Royal Artillery
 William Saunders, Royal Artillery
 Edward Matson, Royal Engineers
 James Conway Victor, Royal Engineers
 Cughton Grierson, Royal Engineers
 George Dunford, Royal Artillery
 George Pingle, Royal Artillery
 Richard John Bacon, Royal Engineers
 Charles Dalton, Royal Artillery
 James Robert Colebrooke, Royal Artillery.

WAR OFFICE, Jan. 13

5th Regiment of Dragoon Guards—J. C. York, Gent., to be Colonel, by purch., vice Whitaker, promoted.

Coldestream Regiment of Foot Guards—Lieut. and Capt. E. D. Wigram, to be Captain and Lieut.-Colonel, by purch., vice Wroughton, who retires; Ensign and Lieut. H. Dent, to be Lieut. and Capt. by purch., vice Wigram; S. Percival, Gent., to be Ensign and Lieut. by purch., vice Dent.

10th Regiment of Foot—Staff Assist-Surg. J. A. Topham to be Assist-Surg., vice Jamieson, deceased.

12th Foot—Ensign C. W. Sutton to be Lieut., by purch., vice Collier, who retires; P. Thornhill, Gent., to be Ensign, by purch., vice Sutton.

31th Foot—J. Gordon, Gent., to be Assist-Surg., vice J. Hendrick, who retires from h.p.

36th Foot—Lieut. W. Mauleverer, from the h.p. Unattached, to be Lieut., vice G. B. Bourchier, who exchanges; E. T. Butler, Gent., to be Ensign, by purch., vice Mauleverer.

48th Foot—Capt. P. H. F. Phelps, from the 51st Regiment of Foot, to be Capt., vice Knight,

who exchanges; Ensign J. M. Ross to be Lieut., by purch., vice Phibbs, who retires; H. A. W. Dickenson, Gent., to be Ensign, by purch., vice Ross.

50th Foot—Capt. J. Maclean, from the h.p. Unattached, to be Capt. vice John Usher, who exchanges, receiving the difference.

51st Foot—Capt. B. J. Knight, from the 48th Foot, to be Capt., vice Phelps, who exchanges.

57th Foot—Ensign W. L. Stewart to be Lieut., without purch., vice King, deceased.

87th Foot—Lieut. G. S. O'Brien, from the 96th Foot, to be Lieut., vice Irwin, who retires on the h.p. of the 3d Foot.

96th Foot—Lieut. A. H. Irvine, from the h.p. of the 3d Foot, to be Lieut., vice O'Brien, appointed to the 87th Foot.

Unattached—Lieut. Wieburg, from the Royal Newfoundland Veteran Companies, to be Capt., without purch.; Ensign W. Mauleverer, from the 36th Foot, to be Lieut., by purch.

Staff—Lieut.-Colonel F. W. Dawkins, on the h.p. Unattached, to be Deputy Quartermaster-General to the Forces serving in the Ionian Islands, vice Drake, who resigns.

Hospital Staff—W. Denny, Gent., to be Assist-Surg., to the Forces, vice Topham, appointed to the 10th Foot.

OFFICE OF ORDNANCE, Jan. 16.

Royal Regiment of Artillery—To be Colonels—Lieut. Col. F. Smith, vice Carnross, removed as a General Officer; T. J. Forbes, vice Watson, removed as a General Officer; Brevet Col. J. W. Smith, vice Worsley, removed as a General Officer; Sir J. May, K.C.B. vice Downman, removed as a General Officer; Lieut.-Col. T. Rogers, vice Eteleg, removed as a General Officer; T. Gamble, vice Adye, removed as a General Officer; A. Mouo, vice Phillott, removed as a General Officer; J. P. Cockburn, vice Evers, removed as a General Officer; Brevet-Col. Sir H. D. Ross, K.C.B. vice Gardner, removed as a General Officer; Lieut.-Col. R. H. Buch, vice Walker, removed as a General Officer; J. Armstrong, vice Macdonald, removed as a General Officer; T. Patterson, vice Drummond, removed as a General Officer; N. W. Oliver, vice Tobin, removed as a General Officer; C. H. Godby, vice Dickson, removed as a General Officer.

To be Lieutenant-Colonels—Brevet-Major T. Dynely, vice Smith; Brevet Lieut. Col. J. H. Paeker, vice Forbes; Brevet-Majors H. C. Russell, vice Smith; J. Darby, vice May; E. Y. Walcott, vice Rogers; S. Rudyerd, vice Gamble; Brevet-Lieut.-Col. W. Cator, vice Munro; Brevet-Majors C. C. Dansey, vice Cockburn; D. Bissett, vice Ross; A. F. Crawford, vice Birch; H. W. Gordon, vice Armstrong; Brevet-Lieut.-Col. W. M. G. Colebrooke, vice Paterson; Brevet-Majors R. T. King, vice Oliver; W. D. Jones, vice Godby.

To be Captains—Second-Captains C. F. Strangways, vice Dynely; J. H. Fieer, vice Russell; A. W. Hope, vice Darby; J. L. Smith, vice Walcott; J. Eyre, vice Rudyerd; C. Otway, vice Cator; W. Elgee, vice Dansey; J. M. Stephens, vice Bissett; W. Lemoine, vice Crawford; J. S. Law, vice Gordon; W. C. Anderson, vice Colebrooke; C. Manners, vice King; R. Palmer, vice Jones.

To be Second-Captains—First-Lieuts. J. Dyson, vice Strangways; A. Rannacles; G. M. Glasgow, vice Freer; T. M. Mottley, vice Hope; H. Bassett, vice Smith; W. W. D'Arley, vice Eyre; E. N. Wilford, vice Otway; J. Tylden, vice Elgee; J. A. Gilbert, vice Stephens; W. H. Pickering, vice Lemoine; W. Dixon, vice Law; W. Stewart, vice Anderson; J. W. Colington, vice Manners; W. Berners, vice Palmer.

To be First Lieutenants—Second-Lieuts. S. H. Kettlewell, vice Dyson; C. J. Torrens, vice Runnacles; G. C. Eveleigh, vice Glasgow; W. J. Smythe, vice Mottley; D. W. Paynter, vice Bassett; G. R. Barker, vice D'Arley; P. P. Faddy, vice Wilford; A. T. Phillpotts, vice Tylden; H. R. E. Wilmot, vice Gilbert; J. Olphett, vice Pickering; W. B. Gardner, vice Dixon; P. W. Hewgill, vice Stewart; J. H. Lefroy, vice Collington; C. J. B. Riddell, vice Berners.

Corps of Royal Engineers—To be Colonels—Brevet-Colonel H. Goldfinch, vice Durnford, removed as a General Officer; J. R. Arnold, vice Whitmore, removed as a General Officer; J. F. Burgoyne, Major Gen. Sir J. T. Jones, vice Thackeray, removed as a General Officer. Brevet-Colonels G. Cardue, vice Birch, removed as a General Officer; Sir W. Gossett, K.C.H.: Lieut.-Col. T. Fyers, vice Chapman, removed as a General Officer; Lieut.-Cols. E. Fanshawe, vice Mann, removed as a General Officer; T. Cunningham, vice Wright, removed as a General Officer; T. Colby, vice Hassard, removed as a General Officer; Brevet-Col. Sir C. F. Smith, vice Jones, removed as a General Officer.

To be Lieutenant-Colonels—Brevet-Majors C. Dixon, vice Jones; W. H. Slade, vice Goldfinch; J. Harper, vice Arnold; Brevet-Lieut.-Cols. W. B. Tylden, vice Burgoyne; J. N. Wells, vice Cardue; Brevet-Majors R. Z. Mudge, vice Gossett; A. Walker, vice Fyers; S. Williams, vice Ellicombe; Frederick, vice Fanshawe; Brevet-Lieut. Col. T. Clanshard, vice Cunningham; Brevet-Major A. Brown, vice Colby; Brevet-Lieut.-Col. A. Emmett, vice Smith.

To be Captains—Second-Captains D. Bolton, vice Dixon; F. W. Whynates, vice Slade; A. W. Robe, vice Harper; R. C. Alderson, vice Tylden; C. Wright, vice Wells; C. Rivers, vice Mudge; F. R. Thomson, vice Walker; H. Y. Wortham, vice Williams; G. V. Tinsling, vice English; J. Jebb, vice Blanshard; J. Smyth, vice Brown; H. H. Willson, vice Emmett.

To be Second Captains—First Lieuts. M. Williams, vice Bolton; J. Hawkshaw, vice Whynates; G. Hotham, vice Robe; T. Hore, vice Alderson; T. Foster, vice Wright; G. F. W. Bordes, vice Rivers; F. Randolph, vice Thomson; J. I. Hope, vice Wortham; W. C. Forbes, vice Tinsling; R. J. Stothard, vice Jebb; A. Gordon, vice Smith; C. Rose, vice Willson.

To be First-Lieutenants—Second-Lieuts. J. W. G. Gordon, vice Williams; M. Dill, vice Hawkshaw; J. Fellowes, vice Hotham; G. H. G. Downes, vice Hore; P. J. Bainbridge, vice Foster; A. Ross, vice Bordes; J. C. Burmester, vice Randolph; E. Ogle, vice Hope; C. McCausland, vice Forbes; J. Cameron, vice Stothard; J. S. Hawkins, vice Gordon; J. H. Freeth, vice Rose; W. H. Mould.

*. The Appointments in the corps of Royal Artillery and Engineers, consequent on the Brevet Promotions, will be given in our next.

WAR-OFFICE, Jan. 17.

62nd Foot—Gen. Sir F. A. Wetherall to be Col. vice Field-Marshal Sir S. Hulse, dec.

Chelsea Hospital—Gen. Hon. Sir E. Paget, G.C.B. to be Governor, vice Sir S. Hulse, dec.

His Majesty has been pleased to appoint the undermentioned Officers of the East India Company's Forces to take rank by Brevet in his Majesty's Army in the East Indies only, as follows; commissions to be dated 10th Jan. 1837:—

To be Generals—Lieut. Gen. W. Kinsey, R. Phillips, Sir R. Blair, K.C.B., R. Bell.

To be Lieut.-Generals—Major-Generals J. Dighton, L. Loveday, Sir J. Doveton, K.C.B., N.

Forbes, Sir J. Arnold, K.C.B., J. W. Morris, T. Marriott, J. Skelton, G. Dick.

To be Major-Generals—Cols. H. S. Osborne, J. L. Caldwell, G. Carpenter, A. Caldwell, W. Roome, J. L. Richardson, D. Leighton, W. Blackburn, C. Deacon, J. Welsh, W. Brook, T. Corsellis, J. N. Smith, C. Farran, J. Russell, D. Macleod, Sir J. O'Halloran, M. White, E. Boardman, G. Wahab, D. C. Kenny, J. Marshall, R. Podmore, R. House, J. D. Sherwood, A. Molesworth, J. Gigenstret, R. Stevenson, C. Fagan, W. Casement, W. Croxton, J. R. Lumsley, W. Comyn, Sir G. M. Cox, Bart, M. L. Pereira, T. Pollok, J. Rose, W. Monro, G. P. Kemp, H. Roome, J. Monro, J. Cunningham, C. T. G. Bishop, J. A. P. Macgregor, A. Limond, J. D. Greenhill, J. Prendergast, W. Richards, A. Duncan, T. Whitehead, R. J. Latter, T. Stewart, J. F. Dyson, W. D. Clerland, R. Patton, W. H. Perkins, J. Doveton, A. Fair, D. Foulis, D. M'Pherson, C. Brown, W. Farquhar, W. Hopper, Sir T. Anburey, J. L. Lushington, B. W. D. Sealy, W. C. Fraser, W. Gilbert.

To be Majors—Captains W. Ogilvie, G. W. Gibson, J. Lawrie, J. Cocks, C. Andrews, E. Pettungal, W. H. Fox, J. W. Watson, H. P. Keighley, J. Brandon, J. Cowslade, J. Cameron, W. Hough, F. G. Lister, H. C. Barnard, W. C. bitt, W. Passmore, R. Stewart, B. Blake, R. Hawkes, J. Mackenzie, G. Hutchinson, G. F. Holland, H. Sibbald, S. Moody, J. J. Farrington, H. Maberley, G. Brooke, F. H. Sands, T. Lumsden, J. O. Clarkson, T. Croxton, G. J. B. Johnston, B. R. Hitchens, H. R. Murray, J. R. Colnett, Sir R. Colquhoun, Bart, P. Johnston, C. Snell, C. E. Davis, R. Gardner, A. Mackintosh, T. Bolton, H. F. Caley, R. Baydon, C. Rogers, G. A. Kempland, W. Henderson, T. Turnbull, R. Butler, W. Stokoe, C. St. J. Grant, J. Malton, W. Macleod, J. B. Vornum, B. Ashie, J. Steel, J. Barclay, R. Becher.

WAR OFFICE, Jan. 20.

1st Foot—Ensign H. D. Nevill to be Lieut. by purchase, vice Gordon, who retires; W. Mitchellson, Gent. to be Ensign, by purchase, vice Neville.

4th Foot—Ensign J. Snodgrass to be Lieut. without purchase, vice Grey, deceased; Ensign D. Bogle, from the 22th Foot to be Ensign, vice Snodgrass.

22d—Serg. W. N. Smith, from the 6th Foot, to be Ensign, without purchase, vice Bogle, appointed to the 4th Foot.

24th Foot—Lieut. B. Beaufoy, from the h. p. Unattached, to be Lieut., vice T. Hodgetts, who exchanges, receiving the difference.

34th Foot—Major M. M. Tew, from the h. p. Unattached, to be Major, vice R. Graves, who exchanges; Capt. J. Fraser, from the h. p. of the 78th Foot, to be Capt., vice Tew, promoted.

57th Foot—Ensign J. Allan to be Lieut., by purchase, vice Stewart, whose promotion by purchase has been cancelled; Sergt-Major J. M'Namee to be Ensign, without purchase, vice Allan.

61st Foot—Lieut. J. McCarthy, from the h. p. Unattached, to be Lieut., vice J. Cameron, placed upon h. p.

75th Foot—Staff Assist.-Surg. G. Anderson to be Assist.-Surg., vice Caw, who exchanges.

Royal Newfoundland Veteran Companies—Lieut. J. Hunt, from the h. p. of the 60th Foot, to be Lieut., vice Wieburg, promoted.

Unattached—Brevet-Major M. M. Tew, from the 34th Foot to be Major, without purchase.

Brevet—Capt. J. Fraser, of the 34th Foot, to be Major in the Army; Col. J. Salmond, of the Hon. E. I. Co.'s Service, to be Major-General in the East Indies only.

Hospital Staff—Assist.-Surg. J. Caw, M.D., from the 75th Foot, to be Assist.-Surg. to the Forces, vice Anderson, who exchanges.

OFFICE OF ORDNANCE, Jan. 21.

Royal Regiment of Artillery—Second Captain John Romaine Hornsby to be Captain; First Lieutenant Richard Shepherd to be Second Captain, vice Hornsby; Second Lieutenant Arthur George Burrows to be First Lieutenant, vice Shepherd.

Warwickshire Regiment of Militia—William John Hooper, Esq. to be Captain, vice Brailsford, resigned.

WAR OFFICE, Jan. 24.

The names of the under-mentioned Officers were omitted in the list of those promoted by brevet, in the Gazette of the 10th January instant, viz.:—

TO BE MAJOR-GENERALS:—

Colonels—

Henry Shadforth, h.p. 10th Foot
 Parry Jones Parry, h.p. 6th Garrison Battalion
 James Kyle Money, h.p. Armstrong's Corps.

TO BE COLONELS:—

Lieut.-Col.—

Sir Thomas Henry Browne, h.p. 23rd Foot
 Thomas Watkin Forster, h.p. 24th Foot
 Archibald Macleachlan, h.p. 69th Foot
 Patrick Burke, h.p. 96th Foot
 John Whetham, h.p. 1st Garrison Bat.
 Thomas Wildman, h.p. 9th Light Dragoons
 Henry Standish, h.p. 39th Foot
 John Williams Aldred, h.p. 60th Foot

TO BE LIEUTENANT-COLONELS:—

Major Gerard Quill, h.p. unattached.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Dec. 7th, at Rome, the Lady of Capt. C. Ricketts, R.N., of a son
 At Woboech, the Lady of Capt. Whitty, R.A., of a daughter.

At Llanstun, Pembrokeshire, the Lady of Lieut. Col. Owen, M.P., of a daughter.

At Tullamore, the Lady of Capt. Greene, late 82nd Regiment, of a son.

At Bainscaple, the Lady of Capt. Leonard, R.M., of a daughter.

Dec. 29th, at Trignmouth, the Lady of Capt. L. C. Rooke, R.N., of a son.

In Dublin, the Lady of Capt. Armit, late of the 11th Dragoon Guards, of a son.

In Templemore, the Lady of Lieut. William Preston, 22nd Regiment, of a son.

At Edinburgh, the Lady of Capt. Ducat, 91st Regiment, of a son.

Jan. 3rd, the Lady of Lieut. Pascoe, R.M., of a son.

Jan. 7th, at Selskat, Wexford, the Lady of Lieut. A. Kellett, R.N., of a daughter.

At Newtownmadry, Ireland, the Lady of Lieut. A. Campbell, 22nd Regiment, of a son.

Jan. 17th, at Rogate, the Lady of Capt. T. Martin, R.N., of a son.

MARRIAGES.

Dec. 19th, at the Palace Chapel of Valetta, Lieut. R. Stewart Beatson, Royal Engineers, to Elizabeth Mary Ann, second daughter of Lieut. General John Sullivan Wood.

Dec. 24th, at Exeter, Lieut. John J. Cory, R.N., to Elizabeth Gostwick, eldest daughter of the late J. Gird, Esq. of Breckham, Somerset.

Dec. 28th, at St. Clement's Dances, Strand, Major Frederick Chidley Irwin, 63rd Regiment, to Elizabeth, only surviving daughter of J. B. Courthope, Esq.

At Henbury, Capt. Charles Bowen, R.N., to Mary Hannah, youngest daughter of the late George Fisher, Esq. of Hillside, Gloucestershire.

At Enfield, Ensign G. Thorn George, 75th Regiment, to Julia, second daughter of J. C. Lochner, Esq.

Jan. 4th, at Oddington, Lieut. Charles A. Ainey, 51st Light Infantry, to Cecil, second daughter of the Honourable and Reverend Dean of Gloucester.

Jan. 5th, at Llanyvnnach, Brecknockshire, Ensign W. L. Mossie, 10th Regiment, to Charlotte Anna, second daughter of John Parry Wilkins, Esq. of Maesderwen, Brecknockshire.

At St. Mary le Bonne, Major P. Mair, 99th Regiment, to Miss Margaret Grace Palmer, of Upper Seymour Street.

Jan 10th, at Dublin, Lieut. Charles Thomas Murray, 86th Regiment, to Alicia, youngest daughter of the late Avereil Lecky, Esq., of Castle Lecky, in the county of Lery.

Jan. 17th, at Limerick, William F. Tavernier, Esq. to Charlotte Sophia, daughter of the late Major C. H. Fitzmayer, R.A.

Lieut. Lawrence, R.N., Chief Officer of Coast Guard at Ballyheige, Ireland, to Mary, daughter of Pierce Chute, Esq. of Talce.

Jan. 18th, at St. George's, Hanover-square, Lieut.-Colonel E. H. Bridgeman, to Harriet Elizabeth Frances, sister of the late H. Hervey Aston, Esq., and niece to the late Lady Hertford and Lady William Gordon.

DEATHS.

August 3rd, at Colombo, Ceylon, Lieut. and Adjut. Cotton, 90th Regiment.

Sept. 11th, at Quebec, Lieut. Holland, h.p. 46th Regiment.

Nov. 12th, on Lake Erie, Upper Canada, Lieut.-Colonel Arthur Jones, C.B., late of the 71st Highland Light Infantry. This officer was appointed Ensign 36th Foot, 1st January, 1795; Lieutenant 71st Foot, 5th October, 1795; Captain, 24th March, 1803; Major, 22d June, 1809; and Brevet-Lieut.-Colonel, 4th June, 1814. He served at Madras from his first appointment to October, 1797, when his regiment embarked for Europe. In August, 1805, he sailed with the expedition under Lieutenant-General Sir D. Baird, for the Cape of Good Hope; he was present with the Regiment at the action on the 8th January, 1806; and also at the surrender of the town and castle of Cape Town on the 10th. He embarked at the Cape in April following, with his regiment, on the expedition to South America, under General Beresford. On the 25th of June, the landing of this small force was effected at the point of Quilmes, up the River Plata, without opposition. He was present in the affairs of the 26th and 27th, which terminated in the surrender of the city of Buenos Ayres to the British; and was with the troops employed in dispersing the enemy from the vicinity of the city, on the 1st August; at the defending of the city on the 10th, 11th, and 12th, when the British were obliged to capitulate, and become prisoners of war; and was marched, as such, a considerable distance into the interior of the country. He next served with the army in Portugal, and was present at the action of Roleia, and Battle of Vimiero.

He served under the late Sir John Moore in Spain; was present the whole of that campaign, and at the battle of Corunna. He embarked in July, 1809, on the expedition to the Scheldt, and was present at the siege of Flushing; he

returned with his Regiment to England in December, and in May, 1810, was ordered to join the 2nd Battalion in Scotland; and shortly after the command of the Battalion devolved on him.

In January, 1814, he proceeded to join the 1st Battalion in Spain, landed at St. Sebastian, and marched in charge of a detachment for the 2nd division of the Army, which he joined in Aire on the 10th of March, and served with it in the different operations that took place against the enemy from that period, until a short time after the battle of Toulouse, 10th April, 1814.

In February, 1815, he embarked with the 71st Light Infantry for North America, but was countermanded, and they proceeded in April to Belgium, and he was present with it at the battle of Waterloo. He remained with the Regiment, which formed part of the Army of Occupation, until October, 1818, when he embarked with it for England, and for Ireland in May, 1822. The command of the Regiment devolved on him in May, 1824, when he embarked with it for North America, and was promoted Lieutenant-Colonel, 2nd June, 1825: he remained in command of the Regiment till June, 1831.

Lieutenant-Colonel Jones was wounded when Captain at the battle of Vimiero; and wounded severely when Brevet-Lieut. Colonel at the battle of Waterloo, late in the evening. For his services, and particularly for his conduct at Waterloo, stated by Major General Sir F. Adam, (then Commander of the 3rd British Light Brigade) in a letter to the Duke of Wellington, and from his Grace's recommendation in consequence, Lieut. Colonel Jones was appointed a Companion of the Bath.

Nov. 24th, in the Isle of Man, Capt. Fellow, late 6th R.V.B.

Dec. 5th, at Verdun, Col. Charles Best, R.C.H. in p. German Legion.

Capt. Morrice, R.p. 86th Regiment.

Dec. 6th, off Malta, Commander Henry J. Hicock, R.N., and of H.M.S. Canopus.

Dec. 7th, at Greenwich Hospital, J. Brenton, R.N., aged 58.

Dec. 16th, Capt. Baxter, R.p. 12th Regiment.

Dec. 18th, at Lewisham, Lieut. R. L. Parkinson, R.N.

At Cephalonia, R. Jameson, Esq. Assist. Surgeon, 10th Regiment.

Jan. 1st, at his Residence in the Royal Hospital, Chelsea, Field-Marshal the Right Hon. Sir Samuel Hulse, G.C.H., Governor, Colonel of the 62nd Regiment, &c.

Jan. 1st, in Duke Street, St. James's, Colonel Miller Clifford, C.B. and K.H., late of the 58th Regiment, aged 58.

Jan. 2nd, at Stonehouse, near Devonport, T. Kern, Esq., retired Surgeon, R.N.

Lieut. George Charles Stoven, R.N.

Jan. 4th, in London, Lieut. John Barclay, R.N.

Jan. 5th, Lieut. John Mawdsley, R.N.

Lieut. R. T. Hodges, R.N.

At Haslar Hospital, Lieut. John Marshall, (b.) R.N. Compiler of the well-known Royal Naval Biography, the concluding volume of which he had completed just previous to his last illness.

At Paris, Lieut. Lodovick Grant, R.N.

At Dover, Capt. W. Fulke Greville, on the retired list of Captains, R.N.

At Cork, Lieut. Henry H. Carpenter, late 10th R.V.B.

Jan. 8th, in Dublin, Major James Eyre Caulfield, late of the 55th Regiment.

Jan. 11th, at Murrill Green, near Basingstoke, Major-General the Hon. Sir Frederick Cavendish Ponsonby, K.C.B. and K.C.H., Col. of the 1st, or Royal Dragoons, in his 54th year.

At Sutton, Houndslow, Lieut. General C. Neville, late of the Royal Inv. Artillery.

In London, Lieut. Wm. Spiller, Royal African Colonial Corps.

Jan. 12th, at the Royal Barracks, Dublin, of typhus fever, Brevet-Major James Frager, 95th Regiment, having attained that rank by the recent Brevet Promotion.

In Dublin, Lieut. Christopher Tuthill, R.N.

On the 16th instant, at his house at Fareham, in the 97th year of his age, having been born in 1740, Capt. Charles Patton, on the retired list of Captains of the Royal Navy. This highly respectable and esteemed officer was for many years, during the most active part of the late war, resident agent for transports in Portsmouth, and no officer, before or since, was known to excel him in activity and good management. During the campaign in the Peninsula his duties were most onerous and unremitting, but by excellent system and arrangement, and close attention to business, he always contrived to forward the service, and give satisfaction to the Board of Admiralty and the Commander-in-Chief of the port; notwithstanding the extraordinary master, and the vessels they commanded, that he had to deal with. Captain Patton's two brothers, the late Vice-Admiral Patton, of Fleetlands, near Farnham, and Col. Patton, formerly Governor of the Island of St. Helena, when in possession of the East India Company, have been dead some years.

At Portsmouth, Sec. Capt. R. N. King, R.A.

Jan. 18th, in Scotland, General the Right Hon. the Earl of Rosslyn, G.C.B. and Colonel of the 9th Dragoons.

The late Lieutenant Granville, Adjutant of the 89th Regiment.—The mortal remains of this amiable and very promising young officer, who was drowned on the 1st of September last, while bathing in Dauntsey Bay, were removed in December, immediately after the return of his afflicted father to England, from St. Peter's church, Broadstairs, where they had been temporarily deposited to a private vault in the catacombs of the General Cemetery in the Harve Road. Lieutenant Granville was the eldest son of Dr. Granville, of Gillingham-street, and although only twenty-two years of age when he died, had held for upwards of a year and a half the ranks of Lieutenant and Adjutant in his regiment, in which he had obtained a commission by purchase in March, 1833.

After completing his classical studies at Westminster and St. Paul's schools, Mr. Granville, having chosen the profession of a soldier, was sent to the Royal Military College of Louisa, near Stuttgart, under the special auspices of Count Marcellishe, the Wittenberg minister residing in this country, who had interested himself to get him admitted into that excellent establishment, conducted on the plan of the Ecole Polytechnique of Paris, for the education of young officers in the Wittenberg army. In the course of nearly two years passed in that college Mr. Granville made himself master of foreign languages, particularly the German, which he spoke with great fluency. To the acquirement of every branch of the military art he also applied himself with so much assiduity, that, at his various examinations, he was complimented on his proficiency by the Minister of War and his several professors, to all of whom he endeared himself by his engaging character, as well as by the zeal he evinced in his studies. This reputation gained him admission into several of the most distinguished families at Stuttgart, where he has left many friends to mourn his loss; and, among others, into that of the English resident minister, Sir Edward Disbrowe, who had been informed of the merits

of the young student, the only Englishman ever admitted into the Royal College of Loulsburg. From both Sir Edward and Lady Disbrow, her relative, and attaché to the mission, young Granville received every mark of kindness and attention.

The manner in which his fellow students took leave of him at a public entertainment given on purpose, and the letters written on that occasion to England by his superiors—especially one signed by General Von Binsdorf the Minister at War,—show the opinion entertained of Mr. Granville—an opinion attested after words by Count Mandelslohe in London, who, in October, 1833, wrote to the young student's father thus:—“It is not more than two weeks since I had an opportunity of hearing him in London, the most fluent, confident, and of the very favourable reports respecting you on from Count William of Wartemburg, a cousin to the King and Captain of Ordnance, residing at Loulsburg, where, he told me, he always held the best account of your son's application and proficiency.”

Not long after he had joined his regiment in Iceland, in April 1834, as an ensign, Mr. Granville was entrusted by the Master General of the Ordnance with the translation from the German of some voluminous correspondence and treatises on the nature, construction, and use of percussion arms in the Waterloo army. The documents had been forwarded to England, at the request of the British Government, by order of the King of Wittenberg, and the dispatch which accompanied them pointed out to Mr. Granville as an officer who, being thoroughly and practically acquainted with the subject, would be able to translate, and collect in a known and concise manner, and give every necessary information respecting them. His manner in the discharge of which this important and arduous service was performed, under the difficulties of a long march from Cork to Paris, called for the special thanks of Sir George Murray in a letter from Colonel Sir Frederick French, which we transcribe as an monument in English to our young British in the Army.—

Office of Ordnance, April 14 1835.
Sir—I have received from Mr. Granville your translation in the German of letters and other documents respecting the regulations made with regard to arms in the army of the King of Wittenberg, and having submitted those papers to the Master General of the Ordnance I am desirous to express his thanks for the service which you have rendered on this occasion.

The Master General fully sensible of the advantage of the professional and to him of knowledge which your military education in that country enabled you to apply to the task, and he duly appreciates the readiness with which you undertook the translation as well as the industry you have shown in completing it.

(Signed) “I. W. FRENCH.”
Ensign Granville, 8th Regiment.”

Full of the same zeal and assiduity which distinguished him at Loulsburg, Ensign Granville, by perseverance and incessant application, made himself so completely master of the elemental duties in the course of one year after he had joined, that his Colonel recommended him to the Commander in Chief for the office of Adjutant, to which he was accordingly gazetted on the 22nd of April, 1835, soon after which date he also obtained a Lieutenantcy. The anxiety and care attendant on the embarkation of his regiment, ordered to the West Indies at the close of that year, and the fatigue of travelling night and day from Dublin to Paris in order to take leave of his mother—for which purpose he had obtained fifteen days' leave of

absence—brought on a dangerous brain fever as he was passing through London on his way back to Cork, the place of embarkation which lasted several weeks, and at the end of which the Director General of the Army Medical Board deemed it absolutely necessary that he should wait till the complete restoration of his strength before he sailed for Trinidad. It was in the eager pursuit of that object, and while following the advice given to him of bathing in the sea, that Lieutenant Granville lost his life in Dumpton Bay. On the day of his death he had engaged a boat for the purpose of sailing round the Bay and had taken a young friend with him the son of the rector of Dartford, and a boatman known to be an expert swimmer. His intention was afterwards to sail as near in shore as the wind would permit him, and then to swim from the boat to the shore. This he engaged as usual to do, although he seems to have recoiled in the attempt after he had undressed complaining that it was cold. He however summoned courage and entered into the water which was smooth in places but deep striking out towards the beach until he had reached to the distance of about twenty yards from the boat when he called aloud to the boatman for help, as he felt weak and could not swim. But the boatman had unchained his boat and refused to him to enter back. In the instant the unfortunate young man had sunk, and his body was to be found on the shore in about forty minutes after his last uttering exclamation for assistance.

At the time of this fatal catastrophe there was not a single relative of the poor soldier in England. His father with two other sons was travelling through Germany, and the female part of the family were residing in Paris. But it will be some consolation to him to know that the friends with whom he was staying at Brussels came in their whole conduct and in the active exertions which they made on that melancholy occasion, the most sincere attachment and affectionate sympathy. When the sad event was mentioned to Lord Trevelyan's master that distinguished officer who had means of knowing the worth of our Granville said, “I am not far from his father. We have lost one of the best Adjutants and one of the best educated officers in the Army.”

It was remarked in the public print of the time that Lieutenant Granville, by a singular coincidence had met with the same untimely fate as his predecessor in office the late Adjutant Lee who was drowned by falling into the canal at Nantes, but those points were not equally accurate as was found that Granville wore in uniform which was mentioned in contemporary the Naval and Military Gazette full of kind feelings towards his departed friend, recorded the death of Adjutant Lee, and excited the good qualities by which he was distinguished as a soldier and a brother officer. It was added that, seventeen months from that date the like melancholy fate should call forth towards the writer of that article the same feelings of sympathy and regret.

Captain George Henry R.N. C.B., whose death is recorded in our Number for December, joined the Medusa as Midshipman in June, 1801. On the night of 16th August, 1801, he was engaged in a boat attack made on the flotilla of Boulogne, and was present at the taking of four Spanish frigates on the 5th October, 1804. In July 1805 he obtained his Lieutenantcy, and was appointed to the Apollo in which vessel he served with distinction in the Mediterranean, and in January, 1807, was appointed Commander and a few months after to the Barracouta. In July, 1808, he was posted into the San Juan's Drake, and between 31st of July, 1810, and 9th

September, 1810, cut out from under batteries in different bays and harbours on the east coast of Java one corvette, one brig, one schooner, one lugger, and nine gun-boats, besides thirty-six merchant vessels. We next find our officer serving in the Indian seas; and on the 23rd of May, 1811, he destroyed in Rembong Bay, on the east coast of Java, a flotilla, consisting of nine felucca-rigged gun-vessels, and five prow-rigged gun-boats. On the 30th August, 1811, he directed the storming of Sumanap Fort, on the Isle of Madura, and totally defeated the forces that were drawn up to protect the town of Sumanap, took possession of the town, with four pieces of artillery, &c.; and on the 13th September, received the submission of the Sultan of Madura, making himself master of Bancaang Fort and town, the capital of the island. On the 16th he crossed the mouth of Souabaya harbour with a thousand Madurese troops, and took possession of Sedayona town on the south east point of Java. This success was followed up by marching upon Souabaya with the troops and warships placed under his command by Rear-Admiral the Honourable Robert Stopford. On the 22nd he appeared before the town; and on the 2nd Souabaya and its dependencies surrendered at discretion. In August, 1812, our officer was appointed to La Belle Poudre; and in 1814 joined the squadron under the command of Rear-Admiral Peurose in the Gironde. In April, 1814, with a party of 800 seamen and marines, he escalated five forts or batteries that protected the entrance of the river Gironde, and destroyed their works and cannons, amounting in all to forty-seven thirty-six pounders and seventeen thirteen inch mortars. For these gallant and

distinguished services he was nominated a Companion of the Most Honourable Military Order of the Bath, 4th June, 1815.

Ensign James Hoste, of the 43rd Regiment, whose untimely death at New Brunswick we recorded last month, was son of Colonel Sir George Hoste, of the Royal Engineers. He was among the fairest examples of that class of young officers of professional science, who are supplied to the Service in yearly increasing numbers from the Royal Military College at Sandhurst, and, although only in his twentieth year (having passed for his commission in Nov. 1833), was selected as acting engineer, to survey the levels for a projected line of railroad in New Brunswick, in the execution of which work he unhappily fell a victim to typhus fever. By the affectionate desire of his brother officers to pay the last honours to his memory, his remains were conveyed to the regimental headquarters at Fredericton, for interment; and his excellent commanding officer, in kindly breaking the melancholy intelligence of his death, though a stranger to his afflicted father, added a tribute to his merits, so just and so touching, as to afford one of the purest sources of consolation, even in the depth of the grief which a parent must feel for the loss of such a son. "I do not remember," says Lieutenant Colonel Booth, "that the 43rd Regiment ever had a more promising young officer, and so distinguished was he by zeal and ability, that had it pleased God to spare him, he would have proved an ornament to his profession, and added honour and credit to his family name."

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

| Dec. 1836. | Six's Thermometer | | At 3 P. M. | | | Pluvia- meter Inches | Evapora- tor Inches | Winds at 3 P. M. |
|---------------|-------------------|-------------------|------------------|-------------------|------------------|----------------------------|---------------------------|------------------------------|
| | Maxim. Degrees | Minim. Degrees | Barom. Inches | Thermo- meters | Hygrom- eters | | | |
| 1 | 48.6 | 40.2 | 30.06 | 45.8 | 750 | .140 | .038 | W S W lt. breeze, haze |
| 2 | 51.4 | 41.0 | 29.88 | 46.4 | 773 | .122 | .062 | S S W. squally weather |
| 3 | 52.0 | 41.4 | 29.70 | 47.4 | 810 | .180 | .070 | W S W. a gale, fine |
| 4 | 50.4 | 40.6 | 29.82 | 48.0 | 781 | — | .055 | W S W. fr. br. and fine |
| 5 | 51.8 | 43.4 | 29.60 | 50.3 | 827 | .160 | .066 | W. st. gale, cloudy |
| 6 | 50.9 | 42.8 | 29.90 | 49.2 | 814 | .016 | .010 | S S W. fr. breezes |
| 7 | 50.8 | 41.0 | 29.39 | 49.4 | 727 | .130 | .044 | S W. fr. breezes, squally |
| 8 | 49.2 | 46.4 | 29.17 | 46.4 | 712 | .333 | .042 | W. S. W. a gale and shly. |
| 9 | 46.8 | 39.0 | 29.24 | 39.2 | 755 | .040 | .015 | W. by S. stiff brzs. clou. |
| 10 | 45.3 | 35.3 | 29.24 | 38.6 | 748 | .050 | .043 | W. gent. breezes, clear |
| 11 | 41.6 | 36.2 | 29.60 | 38.2 | 784 | — | .012 | E. light breeze, cloudy |
| 12 | 39.7 | 34.0 | 29.40 | 37.8 | 787 | .054 | .042 | S. fr. breezes, very cloudy |
| 13 | 44.6 | 37.8 | 29.21 | 43.2 | 828 | .028 | .032 | S S W. steady breezes |
| 14 | 43.4 | 37.4 | 29.34 | 41.0 | 767 | .015 | .064 | W. str. breeze, few clds. |
| 15 | 41.9 | 36.5 | 30.00 | 40.0 | 749 | .094 | .050 | S by W. lt. wds. fine day |
| 16 | 41.6 | 35.2 | 29.85 | 41.2 | 794 | .264 | .046 | W. by N. gent. br. and clfr. |
| 17 | 41.5 | 35.4 | 30.05 | 40.4 | 796 | .021 | .055 | W S W. lt. ans and fine |
| 18 | 46.8 | 39.8 | 30.10 | 46.6 | 885 | .008 | .070 | S. W. lt. breeze and clty. |
| 19 | 46.5 | 43.0 | 30.10 | 46.5 | 871 | .010 | .048 | S. S. W. mod. breeze, cldy. |
| 20 | 47.0 | 43.0 | 30.18 | 45.5 | 840 | .034 | .054 | S. by W. very light ans |
| 21 | 45.6 | 39.6 | 30.92 | 43.4 | 852 | .020 | .010 | S. W. light breezes |
| 22 | 45.3 | 39.4 | 30.12 | 43.2 | 820 | .015 | .032 | S S W. variable wind |
| 23 | 44.4 | 37.7 | 29.80 | 41.0 | 759 | .030 | .030 | N. W. fresh breezes |
| 24 | 40.9 | 32.3 | 29.83 | 36.5 | 721 | frozen. | frozen. | N. light winds, cloudy |
| 25 | 36.5 | 30.5 | 29.83 | 32.8 | 717 | — | — | N. by E. calm, with snow |
| 26 | 34.6 | 29.8 | 29.50 | 32.3 | 742 | — | — | N. E. variable winds |
| 27 | 33.0 | 29.6 | 29.23 | 32.6 | 770 | — | — | E. lt. breeze, dense sky |
| 28 | 32.3 | 29.5 | 30.00 | 32.7 | 750 | — | — | N. E. light wind, fine |
| 29 | 32.8 | 29.3 | 30.04 | 32.0 | 770 | — | — | N. light airs, cloudy |
| 30 | 32.7 | 29.0 | 30.15 | 32.2 | 781 | — | — | N. calm, snowing |
| 31 | 33.2 | 28.2 | 30.34 | 32.5 | 780 | — | — | N. N. E. calm, cloudy day |

ECONOMY OF A MAN-OF-WAR.

No. VIII.

"Periculose plenum opus ales .
 Tractas, et incedis per ignes
 Suppositos cineri doloso."

It is, indeed, treading upon hot ground, to treat of the doings of *Navarchi*; but having passed through the cockpit and wardroom, we are not to be deterred by the grim sentry at the cabin-door, from paying our respects to the

CAPTAIN.

Here we have the "monarch of the peopled decks" himself; and his station, as a "lady passenger" once remarked, appears to be the most desirable in the ship, since he has nothing to do but issue his mandates, and they are forthwith obeyed. The berth, however, is not so easy as many imagine: for authority and responsibility bring a man's ability to a severe test. A Captain must not only be capable of giving his orders, but also of enforcing their due execution, in the manner most conducive to the public service. In skill, intelligence, discretion, temper, and conduct, he should be a concentration of all that we have mentioned as necessary to the other officers, since he is not only the arch-director of every movement, but also the individual answerable to the country for every act executed. "From him," say the printed Regulations, "will be expected an example of respect and obedience to his superiors, of unremitting attention to his duty, and a cheerful alertness in the execution of it in all its situations, and under all circumstances; and although particular duties are hereinafter assigned, and various instructions given to every officer in his Majesty's Navy, yet the Captain will be expected to see that all those instructions are obeyed, and all those duties performed by the officers to whom they are respectively addressed. From him it will be expected that all persons (whether officers or others) shall be corrected or their conduct properly represented, who shall be disobedient or disrespectful to their superiors; neglectful of their duty; or who, by their conduct or conversation, shall endeavour to render any officer, or other person, dissatisfied with his situation, or with the service on which he is employed. He is to observe with particular attention, the conduct of every officer, and of any other person under his command, that being acquainted with their respective merits, he may assign them such stations as they may be qualified to fill; and for arduous and dangerous enterprizes, may select those whose ability and courage may afford the best hopes of success."

To ensure efficiency for such a commission, the Naval Ordinance has latterly ordained, that no person shall hold the rank of a Captain, until he have served one complete year as Commander; nor is any one to be promoted to the rank of a Commander, until he shall have served two complete years as a Lieutenant. But these trammels are insufficient to repress precocity, and the velocity which they allow to interest proves deeply injurious to the career of many an apparently fortunate youth, so naturally prone to feel less the importance of his trust, than his elevation. Still the restriction, such as it is, is a decided improvement

upon the system it supplanted, under which preferment was frequently so showered upon children, as to prevent their ever becoming men, from the ignorance and self-sufficiency which it nourished, and thereby adding a "gravaminous burthen" to the ships and companies they fell amongst. It was not the fault of the *lucky* boys themselves that they were treated with commissions instead of lollipops; but those who so bestowed the parchment cannot be canonized for wisdom, honesty, or patriotism.

In the remarks which are about to follow, it must be borne in mind that our lucubrations are conned by many who have more partiality for, than knowledge of, the Naval Service, or it might savour of presumption to harp upon the duties of men who, as a body, are undeniably well qualified for their vocation.

When an officer has attained this important station, unless he has by the mistaken zeal of friends been pushed on too rapidly, his habits and ideas of duty will be so well formed, as to inspire a confidence in his own skill,—otherwise he will be liable to perpetual embarrassment from the various opinions of others. No unauthorized interference ought ever to tamper with, or overpower the steady resolves of reflection; for he who is doubtful of his own ability will derive little advantage from the remarks of others, since it is an evidence of the capacity being unequal to the undertaking. Daniel Pell thought that he who undertook upon him the charge of a grand ship—"Had need to have an head as subtle as the serpent's, eyes as sharp as the lizard's, scent as quick as the vulture's, hands as fast as the harpye's, and feet swift for work." But to render all these qualities available for the benefit of his king, that gentleman should have added—steady as a pump-bolt—cool as a cucumber—brave as a broadside—and one who, to use the words of Shakspeare, would not flatter Neptune for his trident. Above all, if he be desirous of pleasing his naval superiors and inferiors, his country, and himself, he should be a thorough-paced seaman, and fully capable of working his ship under all circumstances, with that judgment and address which make the magnificent machine under his command, an alert "thing of life." This is a grand point for a commander to attain, even though he may not be often called upon to exhibit it; for the governor of the floating garrison should not appear too frequently in the common transactions of duty, but as much as possible reserve himself for particular occasions.

As a proof of the value of professional skill in the eye of philosophy, we will cite the opinion expressed by Professor Robison:—"I have often heard him say," writes Mr. Gleig, "that in the Royal William he spent the three happiest years of his life. When he gave me the article 'Seamanship,' which is published in the Encyclopedia Britannica, he said it was the superior seamanship of Captain Hugh Pigot which so forcibly turned his attention to that noble art, and gave him such a love for the profession, that it is still a favourite subject of his thoughts. Indeed, I believe that, if he ever formed a determination to devote his time to the improvement of any art or science, it was at this time to the improvement of the art of seamanship. When Captain Pigot took the charge of the ship, which, during very stormy weather, he generally did, the address with which he made her do whatever he pleased, after she had baffled the efforts of the officers of the watch, filled the mind of Mr. Robison with delight and wonder. It excited in him an ambition

to rival such skill, whilst he confesses he despaired of ever surpassing it."

Assuming that the Captain has already acquired the mastery of evolutions, we now proceed to the detail duties of his office. When the ship is first commissioned, it will be his business to make himself fully acquainted with the state and condition of the vessel, and the qualities of the officers and crew, that he may so order affairs as to ensure efficiency, sobriety, cleanliness, and energy. He is directed to be personally present at the receiving on board the ordnance and ordnance stores, and to see the great guns, small arms, swords, and equipments carefully examined. The printed instructions also particularly order him to send his clerk to be present at the entry of all stores and provisions, to take an account of them in writing, and by comparing the account so taken with the indents or vouchers of the officers to whose charge the supplies are committed, thereby check neglect or fraud. This has not, to our knowledge, been reduced to practice, nor could it be without detriment to the clerk's more material duties; the Service, however, has lost nothing by the omission, since every body is well trained to understand the necessity of rigid economy throughout, and they are moreover punishable for waste. By the regulations it is ordained that—"If any stores or provisions shall, through wilfulness or carelessness, be lost, destroyed, or embezzled, the circumstances, together with the names of the offenders, shall be particularly mentioned in the ship's log-book, and in the accounts of the officers who had charge of them, and the same shall be noted against the names of the offenders in the muster-book, to prevent their receiving their wages till the amount of such stores or provisions shall have been deducted therefrom."

The Captain is enjoined to be most frugal of the ship's stores, and is strictly charged not to purchase any without an absolute necessity for so doing. He is not to suffer any of them to be applied to private uses, or, without evident need, converted to other purposes than those for which they are supplied: neither is he to make any alteration in the shrouds, stays, masts, yards, or sails of the ship he commands; he is not to cut away any part of the ship's sides, or upper-works: nor to make new scuttles, nor to enlarge those already made; nor is he to convert canvass or sails which are allowed by the establishment, into sails which are not allowed. This is Admiralty law, and yet so badly managed was their executive, that, except in the strict propriety of the officers and the utter absence of private peculation, most of the enactment was openly violated, and with advantage to the public. We do not here allude to those noted capper-bar men who reduced their carpenters to mere tools for cutting up the king's timber; but to the actual appearance of our men-of-war in the face of the world, wherein the royals, flying-jibs, royal stay-sails, and all the variety of kites, with the rigging thereunto pertaining, were palpable evidences of the infraction of the printed instructions! This absurdity arose from restricting the furniture to a particular appointment, though it was well known to authority that other usages had obtained, whence the supply for the dock-yard establishment was pinched for the sake of making the desirable conversions, after the mode of robbing Peter to pay Paul. This led to the vouching of incorrect documents, and false expenditures, in order to screw the stores from "off charge;" and the mischievous practice was not only known

to exist, but became customary. The course, it is true, was followed under the best possible motives,—but mere good intentions are not always followed by good effects; for it placed the strict commander in a most disagreeable dilemma, since it is no easy task to instil the nice distinctions of fictitious disbursement into the cranium of a warrant-officer; and the getting of his signature to vouch for expenditures which never took place, may give birth to notions somewhat lax with respect to the *meum* and *tuum* of a store-room. Such a pernicious system requires a thorough amendment.

The administration of the ship's stores involves a most arduous and heavy responsibility, in the quantity and variety of accounts which the Captain is compelled to keep; and which, as the law so ordains it, we advise him to keep most punctually, or it will be to his cost. He should therefore strictly examine the muster-rolls, vouchers, supplies, expenses, and returns of the several departments, before signing them; and he ought to ascertain that all the entries and discharges of men—the slop, allotment, remittance, and straggling monies, and the produce of dead or run men's effects, are duly and exactly entered.

Having admitted all this, we must add that, in our opinion, the system of saddling the Captain with the task of making counterparts of the documents of officers who should be exclusively responsible for the charge of their own stores, interferes with the nobler duties of his station: nor does the coadjutancy of a clerk relieve him from the penalty of error, nor the drudgery of investigation and inquiry.

The Navy Bill, passed in 31st Geo. II., oppressively enacts, "That if any error to the detriment of the Treasury be made in any pay-ticket, or lists, the loss shall be compensated out of the wages due to the Captain: in case he neglects to send up, every two months, a complete muster-book for his ship, he forfeits his whole wages for it, and is liable moreover to trial and imprisonment: and if a ticket should happen to be made out and issued otherwise than exactly as that act directs (and there is no exception even for a mistake), the Captain forfeits for every instance fifty pounds, and all the pay that may be due to him."

These heavy pains and penalties are here levelled against mere error, for the rules and laws of the Service were already sufficiently armed against wilful crime; nay more, this oppressive act subjects a Captain to be punished for the frauds or mistakes of his clerk, who is borne on the books for the express purpose of keeping up the ship's papers and accounts. *Humanum est errare*, said the philosopher; but the quotation would avail nothing to an Officer under the ban of a quill-driver, which, as Apollo in *Midas* says, is "a pretty decent tumble" from the command of a floating bulwark.

The Captain is to direct the necessary sentinels to be placed for the preservation of military order, and is to be extremely attentive in taking every possible precaution to prevent accidents by fire. As a means of pursuing this end, the Printed Instructions direct that he is not to suffer any, except the most careful officers and men, to have berths, or to sleep in the orlop or cable tiers, where lights are never to be used without his express permission, but in good lanterns. He is not to allow the smoking of tobacco in any other place than the galley. He is strictly to forbid the sticking of candles against the beams, the sides, or any other part of the ship; he is to enjoin the officers not to read in

bed, he is to order that no spirits be drawn off but on deck, and by daylight only, except in emergency; and at the setting of the watch, all the lights and fires are to be extinguished by the Master-at-Arms and Ship's Corporals, except those which the Captain shall expressly permit to be kept burning.

As every person entrusted with the charge of a ship has, in a great measure, the happiness and health of the whole company dependent on his superintending care, so high a delegated power should be exercised with such impartiality as to give him a moral influence over them. It therefore behoves him to study the character of both officers and seamen; to encourage the worthy; to restrain the disorderly; and to do his duty with upright resolution. To effect this, he must most equitably rate the men on the books according to their respective abilities; see that they are appropriately quartered and stationed; and that their comforts, clothing, and cleanliness are properly attended to. He must assure himself that, on every occasion, the whole crew under his command have strict right done them in all affairs of provisions and wages, and should suffer none of the inferior officers or men to be treated with cruelty or oppression by their superiors, he alone being the organ of directing punishment when that disagreeable alternative is required. He is also to be present at all payments made to his company, whether of wages, bounty, short allowance or other monies, to rectify mistakes, and to see justice rendered.

As the "Father" of the ship's company, a good Captain will exert himself in directing the general superintendence, so as to maintain high order without the observance of austere ceremonial, the latter being a point inimical to the rough-and-ready character of regular-built seamen. The officer who fortunately possesses the *suaviter in modo* with the *fortiter in re*, will find no difficulty in quickly organizing his men; and a recollection that they are liable to all the fortuitous accidents that the four elements can expose them to, besides the whole tribe of casualties of service and climate, will ever prompt the best feelings in their behalf. But in this there must be no disposition to court popularity by truckling or subservient measures; and as the executive duties are to be carried on by the First-Lieutenant, the Chief should be cautious of openly meddling in minor affairs, recollecting what the old Satirist says, "He who will not maintain his dignity must soon lay down his duty." On the other hand, we by no means recommend that rigid and saturnine demeanour which sometimes results from a commixture of ill-temper, arbitrary power, and sudden elevation; and which has been exerted to depress the energy and goad the feelings of subordinates. Without that fervour for diving into and excelling in matters of little or no moment, which is the wayward failing of men of small talent, and without giving the slightest countenance to tale bearing, a Captain may make himself acquainted with the whole interior details of his ship, for the purpose of making her crew as happy as the necessary subordination will admit of. The three great points conducive to this are—to let the people's mess affairs be as much under their own control as possible; to be deliberate and regular in reward and punishment; and to be as indulgent in granting leave to go out of the ship, as the obligations which bind him will allow.

The non-interference in mess matters, as far as can be done without

impropriety, is of more importance than appears at first sight, as it gives the seamen a privilege of acting for their own comfort and convenience : no idea of trouble which the Purser or his steward may start, as to a man more or less in each mess, should for a moment interfere with, so reasonable a right. From this principle springs the co-fellowship so striking in sickness and misfortune, and from its operation originated the kindly, though apparently exclusive, axiom—"messmate before shipmate."

These points are not lost upon that observant sailor, Anselm Griffiths, who, since our last lucubration, has been deservedly promoted to his flag. He strenuously advocates recognising the freedom of messes as the Magna Charta of the seamen and marines, by which they may congregate in friendship, and have the power of getting rid of an unpleasant or quarrelsome companion. "I have always had a mess-book kept for me," adds he, "and regularly corrected every month. Experience proved it one of the best possible means of acquiring a knowledge of the real character of the crew. Where you find a man turned out of or constantly shifting his mess, there must be something objectionable in him. You cannot know too much of those whom you command, and in a variety of cases which come before the Captain in his judicial capacity, the insight to character, which such a book will afford, will be found highly beneficial. On occasion of conflicting testimony, it may assist us on which to place the most dependence."

In submitting these remarks, we must regret that our Naval Code inculcates more the punishment than the prevention of crime, as it assigns abundance of restraints and penalties to be administered by the Captain, while it almost debars him from the more pleasing and influential exercise of discretionary recompense. Yet all ethical adepts have recommended a balance of incitement and repression, a system which was formerly more known and practised in our Navy, than at present. In the curious indenture between Henry VIII. and Lord Howard, in 1512, by which the latter was appointed *Admiral-Chief*, the conduct-money, wages, rewards, and victualling charges are severally and distinctly provided for.

As the Captain is to be considered the fountain of discipline, we beg to remind him of the established axiom, that it is not the severity so much as the certainty of punishment that is effective; and that severity, when injudiciously directed, increases the evil which it is intended to cure. It is therefore meet at times to bear lightly with trivial failings, and to refrain from dogmatic orders on inferior points of duty—for exactitude may be carried to excess. The spokesmen of the Bay, who of course deliberate upon these matters, know well how to distinguish between tyranny and the exaction of due obedience; and the emotion of regard in a seaman towards his commander, arises from a perception of his kindness, in like manner as the emotion of dread is excited by a perception of his power, and of respect by that of his conduct and talents.

That submission, therefore, which is compelled without the understanding being convinced, will admit of the utmost disorganization, and is often only an apparent action, under which the greatest discontent may be cackering. To preserve a crew from becoming troublesome or disaffected, they must be treated as men, and while made to obey the

official regulations, should have their own rights strictly recognised. The great Admiral Blake said that officers and foremast-men were equally fellow-servants to their country. Words of this import sound more animating to a British ear, however trite a truism they convey, than those which fill some quarter-deck harangues. Harsh and threatening language should be carefully avoided by every Commander, but not more so than familiarity; the frequent alternations of both—often met with, *usque ad ineptias*—is a folly which stamps an irresolute mind, for, as Lord Bacon said, “certain it is that nothing destroyeth authority so much as the unequal and untimely interchange of power pressed too far and relaxed too much.”

It might be invidious to prescribe how a gentleman should conduct himself towards other gentlemen, but that sometimes the nicer feelings have been terribly blunted by the exercise of command, to the verification of what Hobbes declared, that when reason is against a man that man will be against reason. A little reflection ought to convince the Commander that every proper indulgence which the Service can admit of ought to be granted to the quarter-deck walkers, whose responsible duties and sea privations render occasional relaxations desirable and necessary. “A Captain may mistake the mode of making his ship’s company happy,” says Admiral Griffiths, “because, never having been before the mast he acts from theory to them; but he must have been in the actual situation of his officers, and therefore, from practical experience, must know where the shoe pinches.” While therefore he superintends the younger and directs the mature officers in the strict performance of every duty, he should also seize every opportunity of doing kindness where such is likely to be required by proper behaviour.

Among other hints in respect to a beneficial intercourse between the Commander and commanded, we must decry the practice which has lately obtained with certain Captains of dining alone. The hospitable old custom of a Chief inviting his officers, though bearing hard upon his means, was attended with much benefit to the Service, by enabling him to observe something of the capacity and address of his subordinates; while at the same time it conferred a high-tone on naval association, and raised the importance of the invited in the eyes of the ship’s company. At such times freedom of conversation should be promoted and encouraged by the inviter, who must then consider himself only as one of the company, and he may safely rely upon the decorum which good manners will maintain. Some Captains, it is true, have thought otherwise, and, careful that condescension should not engender familiarity, expect the guest to confine his tongue to a mere assent to remarks on the temperature of the weather, or other matter of equal import. This ill-placed hauteur induced a naval satirist thus to exaggerate—“Once a moon, perhaps, he invites some Lieutenant to taste of his bounty; but the poor gentleman finds his dinner bestowed rather as a charity than an honourable entertainment; for, upon his entry, he finds him beforehand seated at the table with as stiff an air as if he expected your coming to kiss his toe, for no Pope on earth can look greater. Down you sit along with this dumb god, who shows you what you are to do next, by first helping himself. If you won’t follow, you may fast; for, by Neptune! he won’t assist you.”

All the open and public forms of ceremony and respect ought to be

rigidly preserved, as being conducive to the happiest state of discipline and efficiency. The Printed Instructions, as well as the customs of the Navy, have combined to establish the deference and salutes of inferior to superior officers, through all the grades of rank and seniority: but there are many observances which follow good feeling. Among the first of these obligations is the honour of the British Flag—a flag which has so triumphantly braved the battle and the breeze—insults to which have so often been promptly followed by condign punishment. Every Captain is enjoined to be most careful of the ship's colours, which are never to be hoisted at sea, except on the meeting with other ships, or for the purpose of being dried. He is also to see that no merchantmen carry any pendants, or what may be taken for them, or any ensign, except that ordered by his Majesty for the commercial marine; nor is he to allow any foreign ships to ride in our ports and roads under false or improper colours. So strictly was the integrity of the flag always maintained, that Prince Rupert is reported to have put in irons the Commander of the ship which brought over the corpse of the Duke of Richmond from Denmark, for no other reason than because he had imprudently and contrary to the rule of the Service hoisted a *black flag* in compliment to the deceased, instead of that which he ought to have displayed.

Next to the honour of the flag, the deference due to rank and seniority is perhaps one of the most beneficial to the Service; we therefore are somewhat adverse to dispensing with forms and observances on which so much of it depends. On these points there are evidences that age and servitude do not always manifest experience, whence it is no wonder that young officers are sometimes mistaken in their models. Among other instances, we may cite that of Captains making unnecessary use of shore-boats, dispensing with guards, and other inaccuracies, which as often result from a touch of Lucifer's darling vice—"the pride that apes humility"—as from a view of sparing the men. Captain Boteler describes a ship under *show*, in the reign of Charles II., much of which meets our approbation, though the kneeling, we confess, is a portion of homage which our modern bones are almost ankylosed against.

"*Admiral.*—Begin, therefore, I pray, with those ceremonies that are usual and proper for the entertainment either of the prince himself or of the High Admiral, or any of his Generals, when they come aboard of any ships of war.

"*Captain.*—I shall, my Lord. Notice being given that, upon such a day, the King in person, or the High Admiral of his kingdoms, or some General of a present fleet, intendeth to visit any of his chief ships before they go to sea, and to be publicly and with ceremonies received and entertained aboard. By the break of that day the ship is in every part to be made neat and ready, and to be trimmed with all her flags, ensigns, and pendants, and the ship's barge to be sent from the ship to the shore early in the morning, well furnished with carpets, cushions, tilt, and the like; the cockson, with his whistle, in her stern to steer, and the barge's gang, in their cleanliest cloaths or liveries, to rowe; and as soon as the Prince, or any of the forenamed Commanders, hath set foot within the barge, the standard-royal or the flag is to be let fly or heaved over her head, the which flag or standard is afterward, at his coming aboard the ship, to be put aboard in the main-top. Upon the first kenn of the barge from the ship, the ship's decks, tops, yards, and shrouds are all to be thoroughly

manned and as it were hung with men; upon the nearer approach of his barge the noise of trumpets are to sound, and so to hold on until he come within less than musquet shot of the ship's side; at which time the trumpets are to cease, and all such as carry whistles are to welcome three several times, and in every interim the ship's whole company are to hale him with a joynt shout, after the custom of the sea. As soon as the whistles and the shouts of salute have done, the trumpets are again to sound his welcome to the ship's side; and the ship's side and ladder being thoroughly manned with the primest and best-fashioned men, the Captain is to stand ready upon the deck by the ship's side to receive him (if he be the Prince) upon his knee, and thence to conduct him into the principal rooms and offices of the ship, and last into the great cabin royally furnished to his retirement and repast; and being at his meat the musick is to beat hand, and all the guns to be ready laden and primed, that he may command what healths he pleases.

"And thus having entertained him, and fully informed him in all his demands, he is in like manner to be waited upon at his departure, and to be conducted to his barge, as he was received. And being in his barge, after that the trumpets have sounded a *Loath to depart**, and that his barge is fallen off a fair berth from the ship's side, he is to be saluted with so many guns for a farewell as the ship is able to give, provided that they be odd ways of an odd number.

* *Admiral*.—And why odd?

"*Captain*.—The number of odd is in these ways so punctually and strictly observed at sea, that whensoever they are given *even*; it is received for an infallible sign that either the Captain, Master, or Master-Gunner is dead in the voyage; and this farewell of guns is also in use whensoever the prime passengers, and especially the Captain, doth leave the ship at the end of any voyage."

It is admitted that discipline, by enforcing the maxims of silent and prompt obedience, creates energy, coolness and dexterity, and converts an otherwise unruly mob, convulsed by discordant caprices, into a compact and regular body of men, guided and actuated by one will. This it is that makes the microcosm of a ship an object of such wonder to land-men, by rendering the interior of a man-of-war a picture of health, comfort, and satisfaction. Under this wholesome restraint upon evil principles, which allows of both judicious treatment and ample indulgence, a more high, loyal, and independent spirit is maintained than is known to those who revel uncontrolled in licentiousness; whence an oriental proverb finely compares the career of disciplined warriors to the flight of the falcon, which, though fettered, soars high. Yet in these hours of security, naval discipline has been fiercely assailed and its principles arraigned before the tribunal of popular clamour, in a manner derogatory to judgment, and inimical to the maintenance of good order in our fleet. Much of the meddling is owing to benevolent and well-meaning, but mistaken notions of universal philanthropy, much to ignorance of the real bearings of the question, and still more to the interested views of demagogues and partisans who would fain resist all authority; but whatever the motives may be, it is a subject which involves principles and consequences, of the extent of which the

* * This "*Loath to depart*" was probably the first line of some favourite song, but formerly the air was sounded by trumpets when our men-of-war were getting under weigh, as a broad hint for the strangers, women and children, to quit. The trumpet was the favourite instrument till supplanted by that comparatively wretched substitute, the drum.

orators have no conception, and their diatribes may engender evils of which it is neither easy nor pleasing to foresee the effect.

The professed object of the declaimers is to amalgamate the martial and civil codes under the axiom that abstract liberty is the only aim and design of governing. But, to meet them on their own ground, we assert that the true and proper end of government is the general happiness of the community; and to produce that end, it must unquestionably operate by restraint; for from the extent of vice, folly, and ignorance, it is absolutely necessary that the majority of mankind must be subject to perpetual control. Theoretical arguments are plausible enough till opposed to facts; and in this instance the facts are powerful probatives in showing that real personal liberty is a direct result of the restraint imposed by Government upon the law-breaker:—

“Happy the man, alone thrice happy he,
Who can through gross effects their causes see.”

We must here remind our readers, that by discipline we mean a proper attention to every department of duty, insisting as well on all the rights as the penalties of the code; not that meddling, fidgetty, teasing interference by which some martinets delight to exercise their official authority. The charge is at once onerous and honourable, and upon its prudent administration depends the comfort of the crew, and the efficiency of the ship. It is not in projecting trifling innovations on board, or making incursions into the provinces of other officers, that a commander improves or displays his talent; it is by patriotically studying the higher duties of his profession, and making himself capable of meeting probable events. Thus Nelson formed himself; and thus, from Blake and Drake down to De Saumarez and Keats, have our best leaders sought distinction.

But regularity and order must ever accompany the love of glory, to render the passion advantageous to the nation; and he who would command with success must well comprehend the lesson of obeying. It is therefore that we deem the present rage for dispensing with forms and public marks of respect, with the modified subordination of officers towards each other, which has undeniably taken place of late, may induce a familiarity highly subversive of that salutary rule which has been the mainspring of our superiority. Yet the benefit and necessity of a graduated restraint have always been acknowledged among civilized armaments, where it is known that numbers signify little unless instructed; for, as Virgil has it, it never troubles the wolf how many sheep there be.

“Order and discipline,” saith Machiavelli, “are more available in war than valour or force.” At the siege of Oczakow, a piquet, advancing to occupy a post, were informed that it was seized by the Turks, and if they did not retreat they would encounter certain death. “Prince Dolgorouski must answer that,” said one of the soldiers. Not a man returned. But stoicism in time of battle, though a valuable virtue, is not the highest result of order and subordination, which are natural enemies to effeminate luxury and its concomitant vices. The annals of the British Navy are replete with instances of the noble effects of discipline; and our seamen have, in many cases of fire and hopeless

wreck, displayed a magnanimity of spirit only exceeded by the moral courage of their resignation.

In assuming the direction of a ship's company, a Captain need not alter everything that his predecessor had done, since advantage must accrue from any step which tends to advance a fixed system of naval command; for though governed by one code of laws and regulations, yet the different modes of administering them in the Navy produce the most obvious effects on the interior economy of the ship, so that few assimilate very closely to each other. This is often productive of great vexation to the men,* and injury to the Service. A decided conduct, grounded upon judicious arrangements, systematically observed and executed, produces good discipline; while a bad one results from indecision, indifference, or capriciousness. In these cases the point which presses principally on the people is the mode and measure of inflicting penalties; for what in some ships may be deemed venial, is criminal in others. Much of this must depend upon the Captain's view of the Service; and where the heart and the understanding are good, the conduct will be just and considerate.

It has been alleged that commanders of men-of-war are too absolute; but as alacrity is the soul of naval evolution, it is quite necessary that the power of summary means should be assigned to them, or the interests of the public would be at stake under various emergencies. It should be recollected that punishment is an evil consequent upon the commission of crime, in order to prevent its recurrence; not being inflicted in vengeance of the offender's past career, but for its prospective moral effect. It is, however, a serious and disagreeable office, in which a Captain should maintain his temper, and never allow his judgment to be hurried. To hear a cause, to pass sentence, and then to attend its execution, are circumstances that require deliberation; and except on occasions which call for strong measures, a stated time should elapse between receiving the report and giving judgment. The Roman fasces, according to a guess of Plutarch, were tied up, in order that a necessary delay might occur in unbinding them for use—a significant hint to rash magistrates.

Punishment is certainly a delicate topic to touch upon; but we must recommend more form and ceremony in its infliction than some commanders appear to think necessary. To add solemnity to duty, the ship's company should be mustered at divisions, and the officers wear their side-arms, after which the offender's crime, and the Article of War which he falls under, should be distinctly stated. Yet we have known men, who affected benevolent feelings, hurry this truly responsible duty with a warmth and haste not very creditable to their station. "I cannot," said Lord Collingwood,—"I cannot for the life of me comprehend the religion of an officer who could pray all one day, and flog his men all the next." While mentioning the penalties, we must also recal the necessity of a Captain's making a judicious use of the small patronage in his power, by way of rewarding diligence and merit; but in making promises as to ratings, or other benefits, he should be prompt in the fulfilment; recollecting the adage,—

"Dano molto aspettato, è venduto, non donato."

In order to promote the regularity so desirable, the Captain is

enjoined by his instructions to cause the Articles of War, the abstracts of all Acts of Parliament for the encouragement of seamen, and such other orders or regulations as may be from time to time established for their guidance, to be read to the ship's company, the officers being present, once at least in every month. He is also to give directions, if his ship bear a Chaplain, that Divine Service be performed, and a sermon preached, every Sunday, unless prevented by imperative duties or weather. He is not to employ the crew on Sunday in any other works than those which the public service shall absolutely require; and he is, to the utmost of his power, to prevent all profane cursing and swearing, all drunkenness, gambling, rioting, and quarrelling, and in general everything which may tend to the disparagement of religion, or to the promoting of vice and immorality. In these exertions he must not merely confine his strictures to those before the mast, but apply them generally, and he will be sure to substantiate the verity of the saying, that good officers make good men.

There is one thing, at least, which we feel sure of, from confidence inspired by observation on various services: and it is this—that there is no royal road to enable a youthful commander to grasp the judicious government of a ship's company; he will improve as he serves, according to the march of experience, as in all other excellences. Yet we are told by Sir John Ross, that the character of seamen may be so easily subjected to exact test by the use of craniology, that very beneficial deductions can be made from their cerebral manifestations. It is not surprising that polar voyages should conduce to a knowledge of the poll; but we, who have heard one of the professors dilate most euphoniouly on all the “dewelopments between the haxep of the 'ed and the horriffice of the hear,”—even we, struck as we were by the orator's arguments, had no idea of the extent of their application. Listen to Ross, and learn.

“By the aid of phrenology, the Captain and First-Lieutenant of a man-of-war will be able to quarter, station, and watch his crew to much greater advantage; and when a draft of boys comes on board, he will be able to select those who are fit to be made carpenters, armourers, coopers, sailmakers, or servants, and to distinguish those who should be looked after most particularly by the master-at-arms; he will be able to suit the mode of discipline or education to the dispositions of the boy, and by such treatment effectually remove or counteract any evil propensity to which he is found obnoxious.”

Who, after perusing this, and the method of regulating gangway punishments by the laws of phrenology, will dare to sneer at the “tivenesses” of so material a science? It would save many a shilling were our brethren of the Army to adopt and apply it; every recruiting-officer ought to be a very dabster at feeling heads.

But all our praises, why should Gall engross?

Rise, honest Muse! and sing the bumps of Ross.

To return to affairs as they stand. There can be no question, that a Captain's peculiar habits and views of Service are greatly facilitated by the customary permission of carrying a stated number of “followers” with him, on removing from one ship to another. A pride is thereby infused into those men, which prompts them to take the lead on all occasions. It is, therefore, to be regretted, that there should exist any

drawback to a system so attractive as that of a chief's being surrounded by old and faithful adherents; yet it must be confessed, that sometimes very acrimonious parties are created in a ship, because the selection has often been conducted rather on principles of favouritism than nautical judgment.

It is true that Nelson boasted of his *Agamemnons*, Collingwood of his *Excellents*, Keats of his *Superbs*, and Sidney Smith of his *Tigers*—with good effect, because they were men whose “ hearts were cast in honour's mould.” But who can forget the *Ambuscade*, a British frigate, striking to a French corvette? This was the most disgraceful action of the War; and an inquiry into the state of the English ship will afford a sad proof of the utter disorder in which she engaged her enemy.

James tells us, that her crew were of the worst character, nor had they been improved in discipline, or in love for the Service, by the partial and ill-judged conduct of Captain Jenkins, who, it seems, had brought with him from the 74-gun ship *Carnatic*, a party of seamen, whom he styled *Gentlemen Carnatics*—distinguishing those whom he found on board the frigate by the opprobrious epithet of *Blackguard Ambuscades*.

Here we cannot draw such a balance between the good and evil effects of the system of followers, as to say—*utrum horum major accipe*, for the latter predominated too fatally; and we are somewhat apprehensive that the licence has often been of serious disadvantage to the public. Hear what old Gibson said, in his noted invective against naval abuses, so far back as 1669, a time when it was too prevalent to appoint landmen of interest to the command of ships of war.

“ That gentlemen-captains,” says he, “ have been a great part, if not the sole cause of the destruction of our seamen, I further prove, viz. :—A gentleman is put in the command of (suppose) a 4th rate shipp, complement 200 men: he shall bring neere 20 landmen into the shipp, as his footmen, taylor, barber, fidlers; decayed kindred, voluntier gentlemen, or acquaintance, as companions, &c. These shall have the accommodation of a master's-mate, midshipman, quarter-master, master trumpeter, coxswaine, &c., and too oft their pay, while others do the duty. * * * Now all that gentlemen-captains bring aboard with them, are of Bishop Williamson's opinion, that Providence made man to live ashore, and it is necessity that drives him to sea.”

Having thus detailed the principal obligations of a Captain, for conducting the interior government of his ship, we will next proceed to show his still more arduous duties, as a member of the British Fleet.

(See our next Number).

SKETCHES OF MILITARY LIFE IN INDIA.

BY A KING'S OFFICER.

INDIA has been a fertile topic for writers of all denominations: the historian, the novelist, the soldier, and the sailor: the resident of twenty years, and the casual visitor, have alike found a theme for their pen. Travels, tours, sketches of society, and narratives of life in the East, have teemed from the press. The military have, perhaps, furnished their quota, and it may therefore seem useless or presumptuous to enter upon a field already so carefully gleaned. It appears to me, however, that whilst we have had generalizing descriptions of the country, and its native inhabitants, none of the military have thought it worth while to devote a few pages to the stations, small or large, in which they may have been quartered, or have chronicled the contrivances by which, in remote cantonments, society in the East strives to combat that arch-fiend—*ennui*.

It has been, and still is the fashion, to execrate service in India, and to look upon it as the legitimate portion of a class of unfortunates, with whom the supposed pecuniary advantages of the East more than counterbalance the less doubtful chances of disease and death.

As a natural consequence of such bad taste, these victims are regarded as a body whose insignificance deserves no better fate, for that the Government has hitherto done nothing to shorten the period of banishment to the East, or to mitigate its evils, is as certain as that the said banishment is not, and never has been, equally shared by the corps of the British Army. Truly India holds out but few allurements to any one under the rank of Field-Officer. Exclusion from staff employment, the deprivation incurred by the half-batta order, and the robbery perpetrated upon all ranks by a forced and false valuation of the currency, are evils of sufficient magnitude; but to these I shall recur hereafter. My object just now is not to enter into a digression upon the subject of the various grievances from which the King's Officer in India may claim to be redressed: I prefer to prosecute my original intention of presenting to my readers a view of the mode of life which opens to the military man arriving in India, and thus enable them in some measure to compare it with that which he pursues at home. There are two sides to every picture, and whilst we balance on one side, the pleasures of country quarters in England, or the amusements of a metropolis, let us throw into the other scale some few mitigating circumstances.

The sportsman in India will find himself in a land unfettered by game-laws, and affording him field-sports of a nature not the less exciting, from their being pursued, in some instances, after a novel mode. The votary of billiards will there find a table in almost every house he enters; the man whose hobby is horse-flesh, can afford to indulge his hippomania: the lover of conviviality will assuredly find himself in a land of plenty; and if he should lament the absence of that cordiality which gives to hospitality its zest, perhaps he may balance that deficiency by the superabundant warmth of the climate. Nor will he of studious habits feel the want of leisure to pursue his favourite avocations. It is my opinion that a person of a literary turn could nowhere pass the first five years of his career so favourably as in India, where the absence of inducement to leave home, or rather the inconvenience

and danger of exposure to the sun encourages a sedentary mode of life, and imperatively forces on him, as it were, the culture of his mind.

There are, I am aware, other pastimes—those of smoking and drinking—(I do not mean to excess)—which are more frequently resorted to; but I will venture to say that they are more expensive and less rational than the former. Avoid “brandy-pani,” and eschew cheroots, and India will not prove the charnel-house which it has been represented by some, and is believed to be by so many. I will only add that I think it desirable to visit India at an early age, for, with ordinary care, the youthful constitution becomes injured to the climate. Moreover, as a totally novel mode of life opens upon all emigrants to that part of the world, those at an advanced period of life feel the change more sensibly, for assuredly it is more easy to accommodate ourselves to new manners and customs, before our habits are formed, than to eradicate ideas and prejudices which have grown up with us.

But to proceed: it was in the month of August that I escaped from that delectable probationary purgatory—the “Depôt at Chatham;” but owing to delays in the Channel and light trade winds, the following January was well advanced before our good ship cast anchor at Kedjeri. Here the troops were detained for nearly a week, waiting for sloops to convey them to the depôt at Chinsura, the vessel which brought us out being one of those monsters of the deep, whose draught did not permit her to proceed higher up the Hûgli, until unburdened of part of her freight. The passengers, in the mean time, experienced the attentions of Mr. H——, the harbour-master at Kedjeri, whose hospitable nature was proverbial; and, indeed, had we been less fortunate in this respect, there were charms enough in dry land and vegetable diet to reconcile to their lot those who had been for five months uninterruptedly sojourners on board-ship.

But our next change was of a less pleasing character. How shall I describe the wretched tubs in which we were condemned to drag out four or five days of our existence, during the trajet to Chinsura. Neither the novelty of our situation, nor the varieties of scenery, nor joy for our escape from a floating prison, nor anticipations of the gaieties of Calcutta could reconcile us to the discomfort of our present condition, or blind us to the indescribable filth with which we were surrounded in these vile sloops.

The wretched dungeon, miscalled a cabin, which was allotted to the three officers of our detachment, was such an emporium of foul smells, as to render it incumbent upon us to sit all day upon deck, under a broiling sun, whilst at night, sleep was murdered by bands of mosquitos, swarms of ants, red and black, and many other varieties of reptiles who had here fixed their head-quarters.*

It were needless to say with what thankfulness we hailed the beautiful view disclosed at Garden Reach,—a succession of villas on the left bank of the Hûgli, whither the most fortunate, *i. e.*, the richest inhabitants of Calcutta retreat from the glare, heat, and dust of that noble city. Next Fort-William presented itself, backed by the City of Palaces; and at about four P.M. we were anchored off the Kûli Bazaar. Regi-

* They manage these matters better now. Steam-boats have superseded these repositories of abominations.

mentals were quickly donned, and by the aid of a *pausûi*,* my two chums and myself were soon upon terra firma, surrounded by a clamorous group of wily-looking, but most polite Sircars, oily palki bearers, and chattah wallahs, candidates for the honour of fleecing the griffins.

The first lesson which I learnt in India was the mode of getting into a palki, my next acquirement was the art of getting out again; and my luck on this occasion was better than that of another new-comer, who perfected himself in the two lessons simultaneously,* for the impetus with which he introduced himself at one door, served to propel him through the opposite one.

After a few minutes' jolting, we were emptied out of our conveyances at the door of the Brigade-Major's Office, in Fort-William. Let the uninitiated learn that the receipt of Company's allowances commences from the date of arrival as reported at this office, affording an additional reason for an early attention to this formality.

Piloted by one of our party, who was no stranger in these regions, we walked—shrinking from a repetition of the palki ordeal—across the quadrangle, to the Royal Barracks, to visit a quondam brother officer of our Mentor.

Happy destiny! thought I, as I surveyed with admiration the two lofty and well-furnished rooms which in these barracks compose, indiscriminately, the Subaltern's or Captain's quarters. Here is a paradise for subalterns! Nor did my satisfaction subside as I bethought myself of the scanty, beggarly-looking cellar which I had recently vacated at Chatham—where probably some luckless youth was illustrating, as I had been wont to do, the advantages of one small apartment, for a lazy man—since at Chatham he may, whilst recumbent upon his bedstead, in the middle of the room, open the door, shut the window, and poke the fire, without quitting his luxurious couch.

But to return to Fort-William and the Royal Barracks,—the lofty windows, glazed and Venetianed—the cool and cleanly appearance of the Calcutta mat, which covered the floor—the subdued light, produced by the *chicks*—and the general air of comfort, all enchanted my youthful fancy.

I was roused from my day-dream by an abrupt invitation to partake of some brandy-pani, and, on glancing round, I observed upon a *tipâi*, that most useful description of table, all the appliances and means for concocting the grand panacea for all Indian evils. But now the mess-bugles reminded us of an important duty to be fulfilled, and we speedily found ourselves seated at the mess-table of the —th Foot.

To a stranger in India the most striking peculiarities of the dinner-table are: 1st, The numerous band of servants that surround it, each individual having one or two private attendants, besides, at a mess-table, the public ones; 2nd, The introduction of the *hûka*, which, at the time I speak of, was in almost universal use. The *hûka*, which makes its appearance after or frequently during dinner, is, to a person unaccustomed to it, disagreeable, both from the noise produced by smoking it, and likewise from the odour it emits. Decidedly, the practice of inhaling the fumes of tobacco during dinner, is a custom more honoured in

* *Pausûi*—a small description of boat which plies between the shore and the shipping.

the breach than in the observance, and I hail with satisfaction the gradual disuse into which it has fallen amongst the European community during the last eight years.

As the sloops did not quit their berths off the Kâli Bazaar, I devoted the following day to a ramble through Calcutta, in the society of a friend who had written to the Land Heads to press his hospitality upon me; but as our chief, pro tempore, bethought himself of the necessity of proceeding, without further delay, to the depot, the next morning found us re-embarked on board our much-dreaded hulks, and floating with the tide up the Hûgli, towards Chinsura.

After running foul of half the vessels in port, and narrowly escaping twenty times from becoming food for alligators, we at length cleared the shipping with which the river is at this season crowded. It was indeed a forest of masts to look back upon, which, with the massive buildings, the lofty smoking chimneys, and dense crowds of busy natives, of palanquins, hackeries,* kurauchis,† and other equipages, which thronged the banks of the stream, afforded a striking contrast to the rural tranquillity of the scene which immediately succeeded.

The banks of the Hûgli, as far as Chinsura, possess much picturesque beauty; buildings both of European and native origin frequently present themselves. The eye occasionally rests upon the retreat of some wealthy tradesman, who welcomes the approach of evening to flee hither from Calcutta; or a Hindû temple and ghat may be discovered, almost shrouded by the pipul or magnificent bur, whilst forests of coconut, interspersed with date-trees, rise on all sides. At dusk we anchored as the tide turned: a brilliant moon shone forth and lighted up the placid stream, which rolled rapidly to the ocean; whilst here and there, the slight diminutive pausui, and denghi,‡ each bearing its twinkling chiragh,§ shot swiftly past us.

As night wore on, the coldness of the air induced us to strive and court sleep, but this attempt was frustrated by the jackals, who, in packs of hundreds, responded to each other from opposite banks, in yells painful similar to the cries of children.

Arrived at Chinsura, and having reported ourselves to the worthy commandant, Colonel T., we proceeded in search of our house, which had been hired by a Sircar, through the foresight of our chum, to whom I have before alluded. He had written from Kedjeri to direct that accommodation might be prepared for us. We accordingly found in our lodgings such a proportion of furniture, crockery, and cooking utensils as answered our present necessities. With regard to attendants, the new-comer no sooner plants his foot upon Indian ground than he is beset by servants of all kinds, who hasten to extract from the folds of their turban or waictband a bundle of most satisfactory testimonials of character from late masters, who "have discharged them, having no farther occasion for their services," or "being on the eve of embarkation for England."

I believe a flourishing trade is driven in this article of servants' characters by some of the greatest rogues and most skilful caligraphists in the bazaar. If a candidate for employment be destitute of these valu-

* A bullock cart. † A native hackney coach of most primitive construction.

‡ The smallest description of native boat.

§ Lamp.

able documents, which rarely proves to be the case, he is at no loss to account for the deficiency. The two standard excuses are, "your slave was going to his home by water, the boat sunk, and he lost his all;" or "this wretch's house was burnt down, and everything he was possessed of was destroyed."

You may as confidently reckon upon hearing one or other of these veracious tales as you may rely upon your servant, when asking for a few hours' liberty, stating as the occasion for it, that his child has fallen into a well, a species of accident which would form no inconsiderable item in the bills of mortality, if we were to credit one half of the instances in which it is adduced as above. To conclude the subject of servants, all the advice I can give is, pay no wages in advance, and look well to your property, especially clothes.

Having obtained leave to return to Calcutta, and ascertained that the tide would serve at 10 P.M., I embarked at that hour, with my two servants, on board a *pausûi*, a small decked canoe, of which about six feet of the after part is roofed in by a cloth stretched over bamboos, whose extremities are bent down and secured to the gunwale, the height in the centre admitting of the occupant adopting only a recumbent or sitting position. There was just room under this awning for myself and my portmanteau; wrapped in my cloak with my writing-case for a pillow, I slept soundly till roused by the morning-gun from Fort-William, which boomed across the waters. Pulling aside the curtain which closed in the front of my scanty berth, I found the skiff moored to a buoy in the midst of the shipping.

Calcutta, with its magnificent houses, perpetual gaieties, and splendid equipages, is doubtless a most desirable residence for a certain class, namely, that which is in the enjoyment of those good things. The morning ride to the course, the forenoon visits, the cheerful tiffin, and subsequent siesta under a punkah, in a house where silence is at that hour unbroken; the evening drive to the strand, where all the fashionables congregate; the continual round of dinner parties and concerts; the theatre; and latterly, the Italian opera, combine to counteract the attacks of climate and ennui, and to ensure a succession of halcyon days to the light-hearted and pleasure-loving portion of the dwellers in the metropolis of British India.

The establishment of an opera and of public concerts in Calcutta is of recent date, and only calls for notice as marking an era from whence it is to be hoped we may date the birth of a permanent and widely-diffused taste for musical entertainments in that remote quarter, and the manifestation of a resolution to support and patronize them on a liberal scale, in a ratio commensurate at least with the sums so profusely lavished on other pursuits and recreations of a far less rational and refined nature. Nor has the mania been confined to Europeans; the natives likewise have been inoculated with a musical ardour. Orthodox Hindûs and Mussulmans may be observed occupying an opera-box, and listening with doubtless unfeigned admiration to the beauties of "*Il Bafbiere*," or "*Semiramide*," whilst one of the wealthiest and most intelligent of their body actually received lessons in singing from the *basso cantate* of the Italian company.

Surely after this we may predict the downfall of *nâches*, and such worse than senseless exhibitions.

But it is to Sir Charles Metcalfe, the present Governor of Agra, and recently officiating Governor-General of India, to whom the votaries of pleasure are most indebted. The fame of his hospitality has reached the uttermost corners of the Indian empire; and few are the members of either the civil or military services who have not shared in his numerous unostentatious entertainments at Garden Reach, or the more princely revels of Government House.

But except to the permanent residents at Calcutta, or those who from personal connexion are admitted into the circle *par excellence* of Calcutta society, the metropolis is sufficiently dull; and, if I mistake not, a feeling of jealous exclusiveness prevails, fostered by a *clique*, composed of a few names identified with India, who have taken up a position inaccessible to all save those who can show a title by their wealth, local influence, or perchance the enjoyment of a patronymic familiar in the muster-roll of the East India Directors.

I will now return for a few minutes to Fort-William, of which I regret my inability to afford anything approaching to a professional description. Unfortunately I am not in possession of data to enable me to supply a deficiency which seems to have been hitherto unaccountably neglected. I was not quartered in Fort-William during my service in India, and my residence in it was limited to a couple of months when on leave. Avocations of another nature then prevented me from noticing more than might force itself upon a casual visiter.

This citadel is fortified upon an irregular hexagon, the irregularity occurring upon the river face, which has a length equal to two exterior sides of the polygon. The bastions have double flanks, on the retired construction, with orillons. The escarp all around is broken by a berm. The ditch, which is revetted with masonry, and has a deep and broad cunette, may be wholly or partially inundated by the Hûgli; the river face being furnished with flood-gates, &c., protected by a tambour.

The demilunes are particularly salient and efficient, and the river fronts are well covered by lunettes and other outworks. Within the enceinte are contained barracks for the garrison, some of which are bomb-proof, a bazaar for the supply of provisions, a very beautiful chapel, built after that of St. John in Edinburgh; a spacious house for the Governor, an arsenal with a well-stored armory, and a cannon-foundry. The gates are six in number:—1st. The Calcutta Gate; 2nd. The Plassy Gate; 3rd. The Chourunghi Gate has two open sallyports; after crossing the main ditch, one road leads to Chourunghi, whilst the other opens upon the hospital, the gaol, and race-course; 4th. The Treasury Gate; 5th. The Cooli Bazaar Gate; 6th. The Water Gate. Of these a proportion is told off for the exit, and the remainder for the entrance, of wheeled carriages, as the breadth of the bridges and sallyports will not permit of two vehicles abreast. In one of the hollow bastions stands a Semaphoric tower, being the second in a chain of seven connecting the Calcutta Exchange with Middleton Point, Sâgur, whence vessels arriving or departing are telegraphed. The whole of the works, and the interior of the fort, are kept in a state of efficiency and cleanliness which is highly creditable to the controlling authorities.

The duties of Fort-William, although not very onerous, are perhaps

more so than in the average of Indian stations. General courts-martial here are certainly unlike angel's visits—(vide General Orders by Sir Henry Fane, *passim*). Garrison and district courts are constantly sitting, to the great comfort of all ranks who thus have occupation cut out for them, which, while it beguiles the forenoon, serves likewise to regulate the breakfast hour of the lazily-inclined, and provides against their wasting the “prime of the morning” in bed. These, with committees of every description (a duty of very frequent occurrence in India), and a large proportion of funerals to attend, for many are the unfortunates who reach Fort-William but to die, constitute the only additions to the usual routine of regimental duty.

The main-guard is officered by a Captain and subaltern, who are accommodated with two cool, spacious, and sufficiently-dirty rooms. The Government allowance as table-money is one gold mohin (about 12. 12s.) per diem.

The officers' quarters are numerous, and of various quality. I will mention them in the order in which they are generally estimated:—

1st. The “Gateways” or quarters situated over the six gates before quoted; these are by far the best, indeed the only *desirable* residences in Fort-William. They are roomy, comparatively cool, and command a beautiful prospect; but the new occupant will ever and anon be startled by the ingress or egress of a wheeled carriage, which rumbles underneath him, with a noise rivalling a loud peal of thunder.

The “Gateways” are occupied by the Commandant of the garrison, the Chiefs of Engineers and Artillery, the Town-Major, and the officer commanding the King's regiment stationed in Fort-William. The sixth is reserved for the General-officer commanding the Presidency Division of the Army, whenever his duties or inclination may call him from Barrackpûr, the head-quarters of his division.

2nd. The Staff Barracks, whose name bespeaks the occupants, namely, the garrison staff.

3rd. The North Barracks, which accommodate the field-officers of the King's regiment in garrison, and the overplus of the staff.

4th. The Royal Barracks, consisting of two stories over a basement (the others have only one). They contain the mess-rooms, the quarters of the officers of Artillery, and of the reserve or detachments from the native regiments of Barrackpûr. Here also are bestowed, at the rate of two rooms to each, the Captains and subalterns of the King's regiment, saving the unhappy Benedicts, who are exiled to,

5th, The Rampart Barracks, a name synonymous with the most intense degree of heat to which the human frame is subjected in India; a reminiscence of its far-famed neighbour, the Blackhole of Calcutta; a type of the future abode of sinners. Here a married subaltern, say a venerable Ensign or Lieutenant, boasting, perchance, of the more dignified but less euphonious appellation of “Breach Captain,” is, with his wife and five children, “located” in two casemates, where, if he shut the door and window, he will infallibly steam himself and family to death.

6th and lastly. The South Barracks. Talismanic name! Conjuring up visions of the horrible and the ludicrous. Hail! asylum of Cadets. Scene of every species of vice and dissipation! Stage on which hath

been engaged in all the mad pranks and joyous revelry of boys just released from restraint. Here the groans of the dying are mingled with the shouts of the debauchee, and morning dawns in sweltering heat upon the debilitated invalid, and the youthful *roué*, alike intolerable to both. The former, provided with sick certificate, and justly dreading each succeeding day that he is delayed in a climate which has undermined his constitution, anxiously looks for the summons to embark on board the vessel in which he has taken his passage to England. The latter, with throbbing temples, curses the suffocating heat which prevents him from sleeping off the effects of last night's debauch, whilst too frequently a pang crosses his mind as he reflects upon his violation of promise, and disregard of the oft-repeated paternal advice, or the milder parting injunctions of an indulgent mother.

Into this range of barracks is thrust a mixed assemblage of newly-landed Cadets, and officers of the junior ranks, who may be temporary residents in the Fort, whether sick, mad, or idle.

When on leave at the Presidency, an officer, upon application, is usually accommodated with one room in the South Barracks. It was my lot, in the year 183-, to inhabit for a short time one of these little Elysiums. I shall not readily forget my impressions on being inducted by my Sirdar-bearer into the small apartment which was destined to serve me at once for parlour, bed-room, and bath. For the latter indispensable accessory to an Indian toilet, provision had most liberally been made, by enclosing a corner of the room with a parapet a foot high, and by piercing the outer wall to let the water off. Naked and comfortless as any quarter in England, the appearance of this one was not rendered more prepossessing by the circumstance of the walls being adorned with sundry deep indentations, stains of suspicious colour, and a profuse sprinkling of ink, all of which told of the choleric temperament of a former occupant, probably some "jolly Cadet," who here may have revelled in

"Rooms in Fort-William—
 Pay, ninety rupees,"

and impatient of the stupidity of a *bearer*, or *Khidmutgar*, for being ignorant of *his* language, had perchance striven to render himself intelligible by hurling, in rapid succession, at the head of his domestic, an empty brandy bottle, a boot-jack, and an inkstand.

Having got rid of a little of the superfluous dirt which encumbered my new abode, spread a Calcutta mat, and introduced my couch, table, and chair, the room answered my purpose perfectly well.

I have always been rather a disciple of the school of Democritus than of Heraclitus. I commenced elbowing a passage through the world at too early an age to be easily put out of my way ever after. Not being, however, altogether an optimist, my philosophy was perhaps subjected to a pretty severe trial during the two months of my residence in Fort-William.

Were the option allowed me, I should at all times prefer a quiet neighbourhood in barracks; but the fates were not now propitious. Opposite to me was established an officer from the Upper Provinces, about to embark for England on furlough, who being either himself a bird-fancier, or having some old maiden aunt curious in cockatoos, had provided him-

self with a large family of the feathered tribes. I verily believe he must have been guided in his selection by a determination to possess the noisiest of the race. Be that as it may, the chirping, chattering, screaming, and croaking, was incessant; and one of the collection, in particular, distinguished himself by a shrill, ear-piercing shriek, at frequent and regular intervals throughout the day, and a greater part of the night.

On my left, the adjoining quarter was occupied, by an unfortunate, labouring under a temporary aberration of mind. The solicitude of his friends was strikingly denoted by a sentry being posted at his door. The silence of the sepulchre pervaded the room, except for the space of about ten minutes at morning and evening, when with unfailing regularity a solo was performed fortissimo upon the panels of the door by the toes and heels of the occupant. Having thus expressed his impatience of restraint, or probably his non-appreciation of the kindness of his friends, the unhappy inmate relapsed into a state of quietude.

On the other side was quartered a gentleman whose arrival was subsequent to my own. The first intimation which I received of the occupation of the neighbouring room was from a violin, which at six o'clock in the morning commenced discoursing most eloquent music. It continued uninterruptedly till ten o'clock, when I sallied forth to fulfil an engagement in Calcutta. At four p.m. I returned; the performance was still unfinished. After my accustomed drive on the course, I again ventured to my room to dress for dinner; walking up the passage, the notes again struck on my ear. "Can it be possible?" I asked myself. "I certainly have never witnessed the application of steam or mechanism to violin playing (although such things are), but this untiring perseverance is beyond a mere mortal!" I was mistaken. Enthusiasm and vanity are capable of superhuman exertions. I firmly believe that this indefatigable violinist grudged the moments he devoted to his meals, and that had he been endowed with an additional pair of hands, he would have fiddled through his breakfast and dinner.

One of the greatest pests of these barracks are the "*box-wallahs*," or itinerant hucksters, who hawk their wares about in large boxes. To me their only object seemed to be, to drive to desperation unhappy mortals already infuriated by perspiration and prickly heat. Every five minutes your door is opened, and a black head protruded into the room, with an inquiry—"Master want any ting to-day? Bery fine Odi-Kölung* got!" Once permit one of these harpies to effect a lodgment inside the door, and your floor is immediately covered with a chaos of tapes, thread, needles, anchovy-paste, Dalby's carminative, tooth-brushes, a score of gridirons, shoe-blacking, milk of roses, and currycombs. Nor is this the only interruption to be reckoned upon: well-thumbed sheets of foolscap, redolent of anything but ambrosial perfume, whereupon are indited most pathetic appeals to the charitable, are constantly handed in by individuals of every variety of colour, and professing most dubious pretensions to respectability.

Add to these, the eternal tramping along the passage—the unceasing brushing of boots by indefatigable bearers, seated at the door of their respective masters' apartment—and the combined variety of odours proceeding from tobacco-smoke, from divers culinary operations performed

* Eau de Cologne.

in the passage, and, lastly, from a pharmacy which occupies the eastern end of the range. After all, I will not ask any one to think upon the above, and form an idea of what a residence in the South Barracks may be—for, indeed, the description falls far short of the reality, and, therefore, experience can alone enlighten the uninitiated.

But turn we to brighter prospects; and let us suppose some one fortunate enough to be bestowed in rather pleasanter quarters, an honorary member of the mess of the regiment stationed in the Fort, having a sufficiently extensive circle of acquaintance in Calcutta, and possessed of some of those Indian comforts unknown to a state of "*griffinage**."

Let such a person, or indeed any one whose mind and temper are not irremediably discomposed, and who is not wilfully and doggedly resolved to see "nothing good" in India, mount his horse half an hour before sunrise, and riding out of Fort-William at the Plassy, or the Chourunghi gate, canter across the plain towards the Racket Court. Here let him glance round, and acknowledge that he has seldom contemplated a view that might compete with that which is spread out before him.

The Fort rising gradually from the plain, each receding work peering in sullen security, and with threatening aspect, over that in its front; the smooth verdant turf of the glacis blending imperceptibly with the esplanade, and affording a cool and delightful contrast to the stately mass of buildings which distantly circumscribe the area. Beyond rolls the Hûgli—the view closed by its opposite bank, clothed with vegetation, thickly wooded, and studded here and there with the houses and manufactories of Howrah: topping these, the tall spars of the shipping stand out in prominent relief upon the unclouded sky.

A ship is, perhaps, to the exile in India, the most interesting object the eye can rest upon: ever reminding him of home and absent friends. It is the connecting link between himself and all that is dear to him. Never can I forget the tumultuous emotions which, after an absence of some years in the upper provinces, were excited by a glimpse of the European shipping in the Hûgli.

Glancing across the esplanade, you see the race-course and now-deserted race-stand, backed by the gaol, the general hospital, and the Kidderpûr suspension bridge. The view is prolonged by the palaces of the Chourunghi road—and who that casts his eye over that long row of lofty and noble buildings can withhold his admiration.

The area is closed by Esplanade-row, which connects the Chourunghi road with the Hûgli, and by the extensive pile forming the vice-regal residence; but Government-house has been too often described to need any notice from me: suffice it to say, it is in keeping with all that surrounds it. The range of towering white buildings, with their cool-looking venetians and projecting green shades over each window, is terminated by the strand, or road, which skirts the bank of the Hûgli.

The only eyesore in the whole of this scene is a tall, ill-proportioned, reddish-coloured column, garnished at the top with a pine-apple—a cabbage, or some nondescript affair, and dignified with the title of the Ochterlôny Monument. The hero was deserving of a better fate than

* In Anglo-Indian phraseology, a person is said to be a *Griffin*, or in a state of *griffinage*, until he has completed a residence of twelve months in India.

to have his memory associated with a heap of bricks and mortar, of which the inhabitants of the city are heartily ashamed.

The bazaars of Calcutta are as unlike, in their character and appearance, those bearing a similar designation in England, as their proprietors and inmates differ from the shopkeepers in the emporiums of Soho-square and the Pantheon.

In the so called new China bazaar, the uninviting store-room on the ground-floor, crammed with chests of tea, casks of ale, tobacco, and groceries of all sorts, in wholesale quantities, the narrow dirty stair and mean exterior afford no promise of the wealth which is usually displayed on the floor above. Ascending, you find yourself in a long room, or suite of rooms, where, with certainly but little regard to methodical arrangement, are collected the various importations from England, France, America, and China, together with the produce of India. Silks, lace, bijouterie, confectionary, sardines, and samples of the best of claret and Cognac; China boxes and baskets, feather fans, and beautiful specimens of workmanship in ivory, mother-of-pearl, and tortoise-shell; services of china and glass, saddles, ironmongery, and stationery are crowded together.

The proprietor, a fat Bengali, dressed in garments of the purest white, lounges lazily about, and replies to your interrogatories in surprisingly good English. The whole of these worthies are proverbially wide awake to their own interests, and many of them are vastly amusing dogs, recommending their wares in terms of the most ludicrous exaggeration. From the number of idlers who are in the habit of frequenting their shops, they have imbibed gossiping propensities, and become inoculated with a sort of Anglomania, adopting their visiter's topics of conversation, affecting peculiarities of expression and slang terms. They are on the whole a good-natured and most accommodating fraternity, as some gay Lotharios and fair intrigantes can sufficiently vouch for; whilst many a thirsty and weary mortal can bear testimony to the excellence of the pale ale, soda-water, or sherry, so liberally proffered on all occasions in the store-rooms of Bindra bun Pal (better known as "Jemmy Jumps"), of Sonatun Mullick, and others.

The old China bazaar is far more extensive than the new one just alluded to; but the shops are much smaller, the European wares exposed for sale are fewer in quantity, less novel, and therefore less esteemed. This, however, is the best place to procure country-made furniture and many other articles, amongst which may be reckoned books, second-hand or new, purchased by natives who drive a trade by attending auctions for this purpose. They are more profound bibliopols than a stranger would suppose, being not only acquainted with the names of the best authors in the different European languages and of the standard works, but they can likewise distinguish the most valuable editions of each. In passing through this crowded mart your palki is closely beset by a swarm of skirmishers from the shops on each side, all of them bawling and chattering in broken English and Bengali, and almost distracting you by their importunities to enter their shops.

But to form a correct idea of a purely Oriental bazaar, it is necessary to visit the "Burra bazaar," or, as it is commonly called by Europeans,

(though wherefore I know not), the Thieves' bazaar. A great portion of this emporium is covered in, and is two stories high. Its streets, or rather lanes, are so thronged as to be impervious except to pedestrians, and even they can progress but slowly, by dint of jostling and elbowing. Here are squeezed together all castes and denominations—Mussulman and Hindû; Bengali and Rajput; Mughls and Burmese; Chinese, Malays, Parsis, Negroes, and every shade of Lascar. The list may be closed by a sprinkling of beggars, exhibiting the most loathsome cases of deformity and disease, and not a few specimens of those disgusting objects the Fûkirs, their long matted hair, plastered with ochre and twisted like a coil of snakes round their heads, and their naked bodies smeared with a filthy composition.

All the produce and manufactures of the East are here procurable at a cheaper rate than anywhere else in Calcutta; but all dealings are for ready money only: not a purchase can be effected, much less an article removed until "the coin is posted." Beautiful shells in great variety, coral of all sizes in strings; silks, brocade, gold and silver tissue, precious stones, pearls, bullion; the coinage of every country, native ornaments, and wearing apparel, are a few of the many commodities. The upper story is chiefly occupied by wholesale dealers in cotton and woollen manufactures.

Suffocated with heat, stunned by noise, and oppressed with the mingled odours of tobacco, garlic, utten, pâu, and every other abomination, the visiter, having satisfied his curiosity or supplied his wants, emerges with thankfulness into daylight and fresh air.

But I have paused too long perhaps over Calcutta, and the present brief notice of it is moreover a digression, seeing that I have leaped over some years which elapsed before I revisited it, after my first hurried introduction upon arrival. I will now return to that period, and resume the detail of my movements.

Numerous strong detachments for different regiments were at this time assembled at Chinsura, and we were not long without receiving orders to proceed by water to join our respective corps in the upper provinces. My time was now chiefly occupied in preparing for a voyage of eight hundred miles up the Ganges. A budjero*, a baggage, and a cooking boat were to be hired. In India an allowance under the head of boat-money is granted to all officers on proceeding for the first time to join their regiments in the upper provinces. This allowance is regulated by the rank of the officer, and by the number of months and days at which his station is rated to be distant from Calcutta. Thus at the period I speak of Kaupûr was rated at a four months' voyage, and a subaltern's allowance was one hundred rupees per mensem—a sum which, when two or three clubbed together for the hire of a boat, was sufficient to cover the expenses incurred in reaching the head-quarters of the regiment. But retrenchment has stepped in here as elsewhere; and a general order has subsequently not only diminished the time pre-

* A superior description of flat-bottomed boat built for navigating the Indian streams. It contains two rooms or cabins, with venetianed windows, and affords stowage below for baggage. It is propelled by from ten to eighteen oars, according to its size, or, when travelling against wind and stream, it is dragged by a strong line, manned by the boatmen.

scribed for reaching each station, but has likewise reduced the rate of the allowance. This was one of the many miserable measures of economy which immortalized the administration of a recently-catechised member for Glasgow, and ex-Governor-General and Commander-in-Chief in India—an administration of which the Army hailed the termination with feelings of the most unalloyed satisfaction. But whatever may have been wanting of cordiality or admiration in the sentiments which the Indian Army entertained towards their temporary Chief, it is but justice to add that these seem to have been entirely reciprocated by his Lordship, if we may judge from the fact of his having slipped out of the country without publishing even a farewell order or parting address to the force which he had commanded for no inconsiderable period.

My chums and myself went on board at least a score of budjeros ; and I have no doubt that our disinterested sircar, who accompanied us, contrived eventually to palm upon our inexperience the very worst that was procurable—an error in judgment on his part to be ascribed to the magical influence of an appropriate *douceur* with which the *manji** had probably tickled his “itching palm.” Many hours were now passed at the auction-rooms of Messrs. Leyburn and Zulloh, and in the new and old China bazaars, in burdening ourselves with a useless superfluity of “indispensable necessaries.” Cases of brandy, beer, and wine, tea, sugar, candles, a hookah, tens of thousands of cheroots, salt provisions, jams and jellies, were stuffed into every cranny of the budjero. Indeed, had a few hatchets, tenpenny-nails, and glass-beads been added, for the purpose of bartering with savages, I believe we should have been fully stocked and equipped for a voyage of discovery, or a circumnavigation of the globe.

BARBAROSSA.

* The steersman, master, and often joint proprietor of the boat.

THE STATUE OF GEORGE III., IN PALL-MALL EAST.

C'ased not in garb of terror, nor supreme
 Above the throng, to daunt beholders' gaze,
 Scars the memorial of the full of days:
 The patriarch shrined, become bright sculpture's theme.
 Lo ! where of grateful hearts the richest stream
 Flows hourly past, the King hath ta'en his stand ;
 'Clad as when affably he ruled the land,
 With air that lives full fresh in many a dream.
 Else had it ill been greeted that the head
 Whose royalty quail'd not, though mightiest bowed,
 The hand within whose grasp reposed the dread
 Of crowned rapine and contention proud—
 'Mid wreck of realms—the prowess that stood whole
 Should lack the sceptre and the rays of rule.

STORIES OF GREENWICH.

BY A MODERN ASMODEUS.

"Chiefs who no more in bloody fights engage;
But wise through time, and narrative with age."—

POPE'S HOMER'S ILIAD.

FESTIVAL DAY.

FOUR times in the course of the year, Greenwich pensioners have two very strong, and almost irresistible inducements, to make themselves merry. One is: they are supplied with an extra good dinner—consisting of a pound each of corned pork, and excellent pea-soup, with two quarts of strong ale: and the other—the absence of punishment for any minor offences they may commit. These are privileged days, called festivals, and are held on their Majesties' birth-days, coronation day, and on the anniversary of the landing of the royal founder, William III., at Torbay,—who, together with his royal consort Mary, endowed Greenwich Hospital with its charter.

It is the custom in the morning of these days, to muster all the pensioners in their best clothes—to form them round the Grand Square—and then the officers, accompanying them in full uniform, to march them into the chapel to prayers; the boys of the upper school, with their quadrants, &c., preceding. After the service, the officers and boys cross over to the Painted Hall, where a certain set of toasts are given out, to each of which the boys reply with three deafening cheers. On these occasions, an universal smile pervades the whole race—nothing like discontent is to be seen on their brows—"their spirits shine through them."

But in order to obtain something more than a casual glimpse of these interesting beings, I will undertake to introduce you into the —— Ward. You will please to excuse my not mentioning the name of the great hero by which it is called, as it is not necessary.

The —— Ward is a very comfortable, commodious long room, measuring about sixty feet by twenty-five. On each side are ranges of cabins, about seven feet square, for the use of fifteen men (the full complement); a space of ten feet on one side, in the middle of the ward, being left for the fireplace. This ward looks into Queen Anne's Square. It is considered one of the most comfortable in the building; and as it is wished, in the present paper, to show the best side of these veterans, I have purposely selected it.

Over the lofty mantel-piece is fixed a wooden clock, originally purchased by subscription among the ward inmates, with the understanding that it should revert to the longest liver of the then race of occupants. It is rather a troublesome piece of furniture, for all the regulating hitherto used has been ineffectual towards making it keep time. Another piece of furniture, subject to the same conditions, is a pembroke mahogany table, at present decorated with various implements of drinking. Long stools are ranged on each side of this table, in the snug nook formed by the jutting bulk-heads of the cabins on either side of the fireplace.

The table is covered (a mark of refinement quite unexpected) with a piece of green baize, not *much* the dirtier for wear. There are on it

two yellow basins, one tin pannikin, a glass—the stem of which having been broken, it, by dint of patience and a hard stone, has been again made useful, and two two-quart stone beer-bottles.

The present festival is “Founders’-day,”—Nov. 4. It is now 3 h. 30 m. P.M., and the effects of the “long pull,” and the “strong pull,” are beginning to make themselves visible. The day being rather cold, and, as a November day always is—miserable, the fire which blazes so cheerfully in the large old-fashioned fireplace adds an inexpressible degree of comfort to the company around it, whom, without any further prelude, I will bring before you.

Near the fireplace on the left hand (for I like to go with the sun)—that is, supposing you to be in my situation, standing with your back to the fire—is “Tim Stuart.” Tim Stuart is, I should think, not far from seventy years of age. He has but one available eye; the place of the other, if not entirely untenanted, being covered with a black silk shade. His hair is quite white, very long, and combed back with great care over his poll. He has been very handsome—his nose is finely arched, his remaining eye large and piercing, and his skull as finely formed as the warmest disciple of Gall and Spurzheim would desire. His height may be five feet nine, and stout in proportion. Unfortunately, Tim has acquired so great a relish for grog that it has procured him the character of a drunkard—that is, he is one of those who, when they have been drinking, allow every one to know it by becoming quarrelsome. A proof of his imprudence is at hand: a week ago, he was foolish enough to barter his allowance of ale for a glass of grog, for which he is now doing penance. As may be supposed, he is an exception to a general rule—he is a cup too low; and reminds one forcibly of Falstaff’s description of himself under similar circumstances, when he says he is “as melancholy as a lugged bear.” His case is certainly a deplorable one, for not one of his wardmates has the charity to spare him a single drop.

That figure beside him, with a face like a hatchet, and a body as thin as its handle, is, from its contrary, called “Fat Jack.” His proper name is Bill Brown; but his customary title being Fat Jack, for the sake of distinction it will be better to use it. The name was originally conferred upon him by his opposite neighbour, who happens to be equally inappropriately named Dick Summers, *alias* “Slender.”

Dick, or Slender, as he is usually called, in his shoes might measure five feet in height, and, I should think, nearly three feet in breadth. There is nothing he more nearly resembles in figure than his own two-quart stone beer-bottle—which, I may mention, stands half empty before him, and forms the subject of his cogitations. Slender is “a fellow of infinite jest,” and a character which it takes some time to develope.

Tobias Williams, or “Toby,” completes the assembled company. Toby has taken up his winter-quarters in the corner nearest the fire, from which he rarely ever emerges, except to get his meals, and to go to his cabin. He is at present in a state of lethargy bordering on a nod—his ale bottle requires his protection, and he therefore restrains himself. Toby has a large red nose—for which cause he is sometimes called “Nosey.” Its present aspect is most fiery. He is almost the only man left who sports a tail; and when we consider the many perils it has encountered, its preservation is little short of miraculous.

Tim was very thirsty, and might have remained so, had it not been for Toby—who, requiring a *charv*, and having neither tobacco, money, nor credit, was glad to negotiate with Tim, who chanced to have a stock on hand. This affair being settled to their mutual satisfaction, each relapsed into his former state; from which they were soon aroused by thump—thump—thump along the ward floor, announcing the arrival of Thomas Peters. Peters is rarely without money, and never seems better pleased than when surrounded by his cronies in the ward, whom he delights to make merry with it. Tom is now past sixty, yet as playful as ever. He lost a leg at Algiers; and is one of those whose lives are worth inquiring into. If you have patience to follow me, I will give you all the information I can gather from him.

"Hurrah, my lads! cheer up!" said he, advancing: "look at that," throwing a five-shilling piece on the table. They simultaneously started up in amazement and delight.

"A crown, by the pipers!" said Tim, shaking off the blues with astonishing rapidity.

"Why, who have you been plundering again?" asked Fat Jack.

"It warms one's heart to look at it," exclaimed Slender; verifying his remark by offering poor Tim a swig at the ale bottle.

Toby was also moved with delight: his nose itched, as it always did, on those occasions; and he gave vent to his extreme satisfaction by a significant grunt.

"Now, who will go and get a bottle of rum?" said Peters, "and we will have a set-to!"

"I'll go," said Old Tim, coming forward.

"That you won't," replied Peters. "You remember how you served us the last time—don't you?—when I gave you three shillings to get some grog: you made a start, and we didn't see you for a whole week, and then the devil a coat had you to your back. No, no,—my Old Tim; I don't mean to trust *you* with a five-shilling piece—I have too much regard for you."

"Well, as you like," muttered Tim, disappointed. "I own I made a slip bend that time; but I couldn't help it. I met an ould messmate that I hadn't seen for twenty years, and if I'd been sure of a hanging I wouldn't have parted company without giving him a glass of grog."

A new comer relieved them at once of the difficulty. This was no other than "Jerry Jones," the mate of the ward; who deserves more than a passing remark. Had Jerry lived in Steele's days, he would have been received *nem. con.* as a distinguished member of the "Ugly Club;" and I would back him now at grinning through a horse-collar against the whole county. In the first place, he is very short, and his legs assume the figure of a pair of closed "callipers;" his toes meet and overcast each other considerably when he walks; but there is small danger of his knees knocking each other. On his back, or rather right shoulder, is something approaching closely to a hump; and the left is depressed in proportion to the elevation of the right: in a word, his shape sets all rules of symmetry at defiance. But still the most remarkable of all is his face. It is very long, and much marked with the small-pox; added to which, his small grey eyes never seem to co-operate, for as surely as one looks to the right, the other is directed straight forward: and I never saw the comical effect equalled

by any set of features except Liston's. His nose, originally of the *snub* kind, has been much disturbed by coming in contact with a post,—no doubt through his not rightly accounting for the angular defect in his organs of vision; and so much has the collision affected this feature, that it has never *looked up* since, but points dejectedly to his right shoulder. His mouth strongly resembles that of a cod fish. Yet Jerry is a good-natured fellow, and a great favourite. He is so much used to witticisms on his person, that he can join as heartily as the punster in the laugh raised at his expense. Jerry is married, too: most ugly men are. I suppose they are determined the world shall not think them too ill-looking to captivate.

"Here comes Jerry," was the exclamation; "he will go in a twinkling."

"Ullo, shipmates," said Jerry, advancing with his usual waddle to the table; "what's in the wind now?—got any ale to spare?—it's cursed poor stuff to-day."

"Uh, uh," grunted Old Toby (Jerry's unsuccessful rival at drinking beer—for Jerry's head was as hard as a stone, and he was never known to be drunk), "you are there, are you; what have you done with your own?"

"Done with it, my old Nosey!" said Jerry, "why, took it home to missus, to be sure; don't you think the old gal likes it as well as me?" This answer was followed by a loud laugh; they all knowing the small portion which had fallen to the "old gal's" lot. "And now," continued Jerry, unheeding the laughter, "I'm come to look after the ward, and keep you—you old grog-tub—from tumbling into the fire."

"Well, here's something for you to do, my little Cupid," said Peters. "Take this"—giving him the five-shilling piece—"and go to Muckle's for a bottle of rum, and then to old Sal Morrison's for some pipes and bakky; and take care," added he, "to let me see your handsome face again in less than ten minutes—or, mark me, I'll put that nose of yours on the other tack for you. Now, away you go, and remember I always keep my word."

Admonished by this speech, Jerry made his reappearance three minutes within the given time, laden with a bottle of rum, half-a-dozen pipes, and a large paper of tobacco. "And there's your change, Mr. Tom," said he, depositing his cargo, "and see it's all right. But how shall we manage about smoking in the ward: you know it's quite contrary to orders; and old Bill" (the boatswain of the ward) "will be coming in malty presently, and kick up a row 'bout it, and then I shall 'lose my lace'* for allowing it."

"Don't be alarmed about him," said Slender; "there he lies in the bottom of his cabin hard and fast for the next watch; he soon finished his two quarts."

There he was, sure enough, snoring like a pig.

"Well," said Jerry, "then we'll fasten his cabin door, and keep him in, and turn to."

All were invited to partake: and now commences the sport. The cork is drawn; water in a large black jack, and pannikins, or basins, procured; the pipes lighted; and the jolly six draw near the table.

"Look at old Tim," said Slender; "see how he brightens up; he

* Be reduced to a private pensioner by being disrated.

looked just now like Beachy Head in a fog; he is not the same man he was an hour ago."

Indeed, the whole party were in an instant united by the creative power of grog. A glass of grog is sure to cast loose a sailor's tongue; and you will observe him thaw like ice before the fire, as that generous, though much abused beverage, mounts to his brain.

"Is it true what I heard t'other day," said old Tim, "that they didn't mean to sarve out any more grog board a man-of-war? old Charley told me so."

"Nonsense," replied Peters,—“he was cramming you; they may just as well not supply any more powder and shot. Grog is ammunition for our insides as much as powder and shot for the cannons—and it is only the over-charging that does the mischief.”

"Wasn't you at the Nile, Tim?" asked the President—Peters—(for, seated in a large arm-chair, he did the honours, as well as give the feast).

"Yes, to be sare I was," replied he, bridding up; "and had a double whack of fighting, but not of prize-money. I was in the old Leander."

"Ah!" said the old fellow, with much feeling—brought out by the magician "grog"—“and never, while this old hulk keeps afloat, shall I forget that noble ship.”

"Not so noble either," returned Peters. "She was only one of the old fifties."

"That's true," replied Tim; "but didn't we *all but* take one of the biggest seventy-fours in the French navy?"

"What, the *Genereux*, you mean, I suppose, that took you," said Peters.

"You may call her *Jinnygroo*, if you like, but I can read, and her right name is the *Generux*, if I knows anything about it."

"To be sure it is," says Fat Jack. "'Sides, I don't care to speak like a Frenchman; if I can speak my own mother-tongue, it's quite enough for me."

"Well, *Generux*, if you like it then," said Peters, "by all means; but how did you manage to get taken?"

"Taken!" said old Tim, starting up, and holding his pipe in the air—"Why, she was three to one against us. Why, we began the action eighty men short of complement, and there wasn't less than eight or nine hundred men aboard of the Frenchman to fight our three hundred; and then look'ee, we had only long eighteens, and nines, to his thirty-sixes and eighteen pounders. Ah! if all our chaps had been aboard, she wouldn't have had the old Leander to tow after her. You see," continued old Tim, still standing up, "we got out of the Nile action better off than any ship there, for our Captain was a brave and good officer, and looked out a snug berth for us, just under the bows of a big eighty-gun ship, so that they could only give us their bow guns in exchange for our broadside; and we play'd Old Scratch with'em. Rest his soul! he was a taught hand; but give me that before one of your milk-and-water, grog-stopping, leave-stopping, black-list fellows. If a man gets drunk when he ought to be sober, why let him take his whack, and have done with it. Well, I often go and peep in through the railings, at the monument in the *Melancholy*,* and thinks to myself,

* The hospital cemetery (so called), where a handsome pillar, representing a flag lowered, is erected to the memory of this gallant officer, Sir T. B. Thomson, once treasurer of the hospital.

sometimes—he might have had worse anchoring ground than along with his old shipmates.”

“But go on with the battle,” said Peters, “because I don’t see there’s any *disgrace* in being beaten, when the enemy is so much stronger.”

“Disgrace!” said old Tim. “I’ve fought in two general actions; and was at the cutting out of the *Desiree*, from Dunkirk, when I belonged to the *Dart*—that wasn’t amiss either—and in plenty of other work; but, I can tell you, I’m not so proud of my *Trafalgar* medal*, as of that fight in the old *Leander*.” “Disgrace!” re-echoed the old man, who didn’t like the word at all—“I considers it’s the greatest honour as ever happened to me, although we did get taken.”

“Well, I meant no harm,” replied Peters, a little disconcerted. “No, no,” said old Tim, “I know you didn’t; give us your flipper, my old boy; I know you for a noble heart, and you ought to have been a Post-Captain, ’stead of an old Collegeman, if right had come to right.” Saying which he gave poor Tom’s hand a squeeze, which, if the sentiment did not, brought tears to his eyes. “*Oh, old boy*,” said Peters, “sit down, and tell us all about that business. I know it’s a credit to all of you for holding out like you did—I only said that to draw you along.”

Tim accordingly resumed his seat, and, after relighting his pipe, and puffing a cloud which wafted its way to the lofty ceiling, was going to commence his yarn, when a fresh visitor arrived, and a very welcome one, named Jim Roberts, and surnamed “*Longtogs*,” from his often dressing himself in plain clothes. I will not enter upon this new comer yet, but go on with the story.* Roberts made himself doubly welcome by another bottle of rum: he seated himself, and old Tim commenced his story after the following manner:—

“After the Nile action, you know, our ship being in the best state, she was ordered to carry the account of the action to the Admiral of the station, and Captain Berry, Lord Nelson’s Flag-Captain, was sent on board with the dispatches, for a passage. Just eighteen days after the action, at daybreak in the morning, our ship was becalmed under the Island of Candia, when we saw a large ship standing towards us with a light breeze. We soon made her out to be one of the Nile ships, ’cause of the white patches over the shot-holes, about her bows, and accordingly cleared for action. You see we couldn’t get away if we had tried, ’cause the ship was land-locked, so the Captain ordered the ship to be kept as she was going. We didn’t take long to clear for action. There was no fine looking-glasses, and *sofees*, and large libraries, in our Captains’ cabins in those days, as one of our chaps, as was captain’s-steward in a ship a little while ago, says there is now. Why, he wants to make me believe there is as many books in some Captains’ cabins as in our library† over the way—but it won’t do. Hows’ever we had no books but the Purser’s, in the old *Leander*, and I was never very deep in them. They piped to breakfast at one bell in the morning watch. I suppose our Captain thought the Frenchmen wouldn’t give us a bellyfull; be

* What can be a greater slur on the country, than the fact, that the only medals which the brave seamen, who fought so nobly in that action, were presented with, were given by a private individual; and then only to a few.

† This library contains several hundred well-selected volumes, entirely devoted to the use of the pensioners.

that as it may, we went to breakfast upon cold water and biscuit, and many a poor fellow never had another. We had about fifteen hands wounded lying in their hammocks, when we commenced the action, who got hurt at the Nile. Poor fellows! we lost nearly a hundred men, killed and wounded, before we struck. Well, as soon as we'd done breakfast—not long first, you may be sure, when our enemy was in sight—the drum beat to quarters. Some of our crew said as how Captain Thomson wanted to run the ship ashore, to save the men's lives, only Captain Berry—a *reg'lar* fire-eater—advised him not; but I don't believe it: he valued his name too much for that—though, for that matter, we might have got off better if he had done so. But there was no knowing till we tried, but what we might take him, and if we had not been short so many men, it's my belief she would have been our prize.

I was doing quartermaster's duty at that time, though rather a young hand, and 'twas my watch on deck when we first made her out. When they beat to quarters after breakfast, I gave up the wheel to the Captain's coxen, and went to ~~my~~ quarters on the main-deck. About one bell in the forenoon watch, up came the Frenchman, blazing away, right and left, long before she was in gun-shot, and wasting the powder and shot, which we wanted.

When she came pretty close the word was passed to lie down at our quarters, as usual, to receive a broadside; and she began to hit us, but hurt no one. At last (all as quiet below as housebreakers) we had the word of command given us—"fire." The Frenchman was close alongside, and we gave him as smart a broadside as our little guns, double-shotted, could throw. He then ran us aboard by the fore-chains, and tried to board, but they got off with the worst of it. Our division of boarders was called up from below, to lend a hand to keep them off, and one fellow struck the point of a boarding pike in my cheek, you can only just see the mark. Poll said it spoil'd my face when she first saw me afterwards; but when she heard I was a *stager*, with plenty of money, she told me it made me look quite beautiful. "Ay," continued the old man, with a grin, "they'd tell Old Blueskin so, if he had plenty of prize-money."

"*Steady*," said Peters.

"Well, our mizen-mast was shot away, and a breeze coming off the land, the French ship shot ahead of us, and we managed to get a chance of raking her. We poured every shot of our broadside into her cabin windows, and sent many a Johnny Crappo to the bar of the other world. But it soon came to their turn, and they fired their whole broadside into us, within pistol-shot. It shook us from stem to stern, and many a bold fellow lost the number of his mess.

"We fought six hours; just think of that. Why, if she had handled her guns in a seamanlike manner, she ought to have sunk us in little more than six minutes. We had to cut through the main-topsail, lying over our larboard side, to make room for the muzzles of the guns, for our ship was quite a wreck—not a stick standing—but still the brave hearts wouldn't give in. Fore and aft there was no murmur heard, every man was ready to stick by the craft till she sunk; and once, when she sheered off to repair some damages, we gave him three cheers, and turned to, making cartridges, and refitting all we could to give him chase. We fired every thing at him we could get hold of—crow-bars,

nails, and all sorts. I saw one of the crow-bars sticking through her deck afterwards; and they never had a harder day's work in their lives than when they took the little *Leander*: we killed near three hundred of them, before we surrendered. But we lost two Lieutenants, the Master, the Boatswain, and a third part of the crew; and the great lubberly hulk had taken up his berth under our stern, to give us another broadside, when our brave Captain, thinking we had fought long enough, for it was now past five bells in the afternoon watch, ordered our colours to be hauled down;* and the old English ensign, all in strips, was struck; at the same time the dispatches, in three large bags, were thrown out of the cabin windows, with shot in them. As soon as the Frenchmen saw we had struck, one of their Midshipmen, and two or three men, swam on board of us, (for neither had a boat that could swim); they were stark naked, and they dived down below at once, and rigged themselves in any clothes they could get hold of; not one of us offered the least resistance. At last the Frenchmen managed to mend one of their boats with tarpaulins, so as to get us aboard their ship. We had not many traps left us to take away, for lots of the Frenchmen soon swam aboard, and took care of our bags for us. Some of us thought it better to wear two shirts, but as soon as we got to the French ship, one of them was taken away. Captain *Jolly* was a great scoundrel, and used our Captain like a brute—his men in the *Leander* stole the Doctor's instruments when he was going to dress the men's wounds, for the wounded men were all left aboard, and he (Captain *Lejoille*) kept him (the Doctor) from coming aboard the French ship to our Captain, who was badly wounded. We had nothing but oil and rice to eat, and they made us work and refit the ship. We fished his foremast, (another shot would have knocked it down), and knotted all his shrouds, for which Captain *Jolly* promised us our liberty as soon as we got to Corfu; but as soon as we had done all the work he started us down below, and kept us close till we got there. But, you see, we can't wonder at their being a little matter spiteful—see what a thrashing they got at the Nile, and you know we shouldn't have liked such a beating as that ourselves.

"Captain *Jolly* was one of your *Brittoon* men, and could speak English as well as any of us: he wanted to get some of our chaps to enter for his ship, but not a man of us would have done so to save their lives. He didn't know much of our hearts, if he did of our language, if he thought to make any of us fight against our country. One of our main-topmen said to him, when he asked him to enter for the ship,—"No, d——n your ship, and service too; why, a French prisoner in England gets a better dinner every day than you do, although you're Captain of this lubberly craft." He got in a terrible passion, and swore he'd shoot him; but Ben Thompson cared little for his threat—he wasn't the man to flinch.

"Well, when we got to Corfu, they sent us ashore to a dirty prison, where they used us as bad as they did in the ship; and it was two or three months before they sent some of us, and I among them, aboard a

* It has been said the *Leander* showed her submission by holding a French jack out upon a boarding pike. It will be seen Timothy differs from this account, and he, moreover, persists in it—that the colours remained up to the last. He being on the main-deck, might have a wrong idea, but is, nevertheless, positive on the point.

merchantman, bound to Trieste ; but as soon as we got out, we rose upon the crew, and made them take us to Naples, where we at last arrived, with hardly a rag to cover us, and half starved."

" Bravo! old boy," shouted they all, " that's the best yarn you ever told yet."

" It's dry work, though," replied Tim ; " so just pass the bottle this way, Mr. Tom, don't be keeping all the grog to yourself."

" Ay, that was a dashing thing," said Roberts, who had listened with the greatest attention to old Tim, " and none of you need be ashamed of such a defeat."

" I was at the Nile too," said little Dick Slender, (who had, during Tim's tale, been making himself very busy with the grog bottle), " and no ship in the action fought better, nor lost more men, than the old Swiftsure, or *Slow-and-Sure*, as some of us called her—that was Captain Hallowell."

" Now for it," interrupted Fat Jack—(Slender's mortal enemy at yarning)—" stand by,—as soon as old Dick gets hold of the Nile, you may look out."

" Well, old Famine," retorted Slender, " if I do stretch a little, you're always at hand to tail on a fathom or two. But this I'm going to tell you is a downright"—

(Here he was unable to proceed farther, from a terrible fit of sneezing, caused by Fat Jack's slyly inserting a snuff-box under his nose.)

" Sneezer," said Famine, speaking for him.

" I'll pay you off for that, you old dried eel-skin," said Slender, as soon as he could fetch breath, " you know I'm not much in your debt in the long run."

" Come tell us that story, Dick," said Peters ; " Fat Jack is only afraid you will cut him out."

" Why, as for the matter of that," replied Slender, " he is well-known as the author of many a galley-packet. But this 'ere yarn is,"—

" Let us hear it," said Peters, " and then we can judge of the truth."

" You all knows as how the action began at sunset ; so it's no manner of service my telling you that ; and our ship warn't the fastest in the fleet, and accordingly she didn't get into the action not till late. We could see the blaze, and steered right for it—our chaps warn't skulkers, as everybody knows, and the fault was the old *Slow-and-Sure's*. There was the Billyruffin just coming out with a right down skinfull, and we hailed 'em, but didn't get any answer, there was such a terrible noise aboard of her. At last we got into the thick of it, and let go the anchor right alongside of one of the French line. Soon as that was done there was ' Furl sails '"—

" Hold on there," interrupted Peters—" you surely didn't furl sails in the heat of the action."

" Why," said Dick pettishly, " how could this 'ere thing have come to pass if we hadn't? Just let me alone will you.—You see I was captain of the maintop then."

" You mean the *mizen* top, I think," said Peters.

" I wish you'd let me go on, Mr. Tom," returned Slender, rather nettled. " I s'pose you thinks I warn't tall enough. You puts me in mind of the First Lieutenant of a frigate I volunteered for, and when I

axed him for a captain of a top's vacancy, he eyes me from top to toe through his quizzing-glass, and says he, 'I thinks you'd do better for *Billy Ducks**.' So says I, 'Sir,' cocking my hat, and making myself as tall as I could, for I hadn't entered you see,—says I, 'have you got a sailor in your ship as can haul out a reef-earing without going aloft?' 'No,' says he, 'sartainly not.' 'Well then,' says I, 'you aint got a chap aboard as would be at that topsail yard-arm and have the earing out sooner nor better than Dick Summers, so good morning to ye,' said I, making him a low salaam, 'I'll go where I'm better knowed.'—But that's neither here nor there. Let's see, where was I? oh, just going aloft to furl sails. Well, the sail was rolled up smartly—we always beat the foretopmen by half a minute—and the men was passing the gaskets: 'Bear a hand in,' said I; and the midshipman in the top he kept on hailing 'em till a shot stopped him. I was securing the bunt of the sail 'long with my mate; I'd just done, not looking ater the men, and the guns made such a terrible rump I couldnt hear 'em; but when I looks along the yard, not a ^ger an' was left! 'Allo, my lads,' says I, 'you've laid in smartly, but you might have stopped to finish your job though;' but Tom and I laid out and secured the gaskets, and down we went to our quarters. 'Well, my man,' said the First Leftenant to me, ater the action was over, 'you had a narrow 'scape that time furling the topsail.' 'Why yes, Sir,' said I, 'but we gets used to these things.' 'What,' says he, 'used to losing all your topmen in that way?' 'What way?' says I, 'Sir.' 'Why didn't a shot take all your men's heads off?' and it only then come into my mind how 'twas the men had got in so soon; you see a shot had passed along the yard, and took all their heads off without our knowing anything about it."

Whew! resounded from all sides.

"Let him go on," said fat Jack.

"Well," continued Slender, "when we hauled aboard the main tack, all the heads rolled down on the booms, for the main-yard men had rolled 'em up in the mainsail. If you don't believe *me* ask old Toby—he was captain of the afteryard."

"Oh yes, it's all true," grunted Toby; "but I wish you wouldn't kick up such a row." He then sank again into his lethargic state.

"Why I don't see such a deal of wonderment in that after all," said fat Jack—"maybe you thinks this isn't true what I'm going to tell you, but that you must do as you please about; but when I belonged to the *Oudacious*, one of the Channel fleet under Lord Howe, we had the battle with the French fleet, you know"—

"What made you cut and run the first day?" asked Peters.

"There was never a ship in the 1st of June that did her duty better than the *Oudacious* on the 28th of May, and I don't care who says it. Why if our Captain had kept his wind that day, as a good many of the shy cocks did, we might have been in the 1st of June as well as any on 'em—but no, as soon as there was a chance there was slap at 'em, and no waiting for company. It's the opinion of many 'sides me, that

* The naval reader will have no difficulty in understanding this term, but the uninitiated should be told that this title was given to the poultry-man—generally a little man, and still more often good for nothing else; he ranked with the "jolly boy and midshipman's servant." In the present day things may be different.

if the other ships had a come down as they ought, and as the Oudacious did, there wouldn't have been anything to do at all on the 1st of June; so none of your jibes, Mr. Tom—we warn't Cæsars, not a bit of it. I was stationed during the action at the fourth gun from forward on the lower deck, and looking aft along the deck, a couple of forty-two pounders from the three decker close alongside—that's the *Revolutioner* as struck to us afterwards—passed close to me one of each side, and (it's true every word) I was just Dick Slender's shape at that time, but the wind of the shot squeezed me as flat as a pancake!—

"Or any other *cake*," added Slender, puffing a cloud with infinite satisfaction.

The arrival of Frank Johnson interrupted the laughter occasioned by fat Jack's story and Slender's wit. This is a very good-natured quiet sort of man, and was invited to partake of the good cheer. But I have not yet described Roberts: and as he makes a good figure in the party, it will be as well to do so now. Roberts is rather reserved in his manners, and associated little with his wardmates, but when he does his company leaves so favourable an impression on all hands, that his appearance is always attended with great satisfaction. Peters and he are very intimate, and they are rarely ever out of each other's society. Roberts has been a serjeant of marines; his appearance bespeaks it, except that he has divested himself of much of the usual stiffness; he is very mild in his manner, and bears the marks of having been in a much higher class of society than the present. Silence being restored, Peters requested Roberts would let them hear something about the ghost at Spithead.

"Nonsense," said Roberts much disconcerted; "you know I have a great dislike to speaking of that, and why do you ask me?"

"Why, to tell you the truth," replied Peters, "I never could get at the rights of the business, although I belonged to the ship, and was of the watch at the time, and as often as I have asked you, you always put me off with some excuse, and promised to tell me another time, and I should very much like to hear the story, and I am sure you would not mind letting your old friends here into the secret."

"It is a very long story," said Roberts, "and that is one reason why I never told it to you, and a very sad one also; besides, I fear a mere love and murder story, with a ghost to boot, will not much interest us old men."

"Oh, we like to hear the smack of the whip yet, like the old coachman," said Peters; "so pray don't make that an excuse."

"Oh, do let us hear that story," said little Jerry, "because I was always fond of ghosts and such like things. I caught one once after a long battle, and see how I suffered," holding up his hand, which still retained the mark of a bite at the side of it.

"Come, let us hear of that, Jerry," said Roberts, glad of any excuse to delay his story.

"Why, when we was fitting out at Plymouth, the old seventy-four our hulk was said to be *hanted*; but I soon showed 'em the rights of the business."

"What, I suppose," said Slender, "you frightened him away—if that face of your's wouldn't, I don't know what would."

"Somehow," continued Jerry, unheeding Slender's remark, "the

men kept losing their blankets out of their hammocks, as they hung up on the orlop, and 'twasn't no good trying to get more, 'cause the first Lieutenant said we'd sold 'em for to fight a cock with. One night, just after they piped to supper, one of the boys came running up the ladder off the orlop, his teeth chattering, and says he, 'There's the devil down below! I saw him come out of the afterhold and run round the deck, and then go down again—he was all black.' The men said the boy was a fool, and he couldn't get anybody to listen to him, so he said no more about it. So after supper I played for the dancers, for I was the fiddler, till the lights was put out, and down I went to turn in. I always got a man to hang up my hammock for me, 'cause I couldn't reach to do it myself, and so when I got down I found that somebody else had unlashed it for me, and thinks I that's very good of 'em; but when I got in I found my blanket gone; so, thinks I directly, that's the ghost. It wasn't any use kicking up a row about it, so I made the best I could without it, though 'twas very cold. The next night one of my messmates lost a blanket, and then we determined to keep a look out. So, 'cordingly, when they piped to supper, Ned and me goes down below, and stows ourselves away in between the pumps, so that we thought no one could see us. It was very dark, for there was only the sentry's light in the cockpit, and two or three purser's dips forward, which you all know don't give much light, and somehow I never liked much to be in the dark. So we waited a little while, and by-and-by we saw a great tall figure, all black, and he walked along very slow, and we thought there was a strong smell of brimstone; so he went forward, and we looked after him; but my companion Ned wanted to be off: he said he never liked to have anything to do with such things. I told him I'd go too if he did, and then we should never find our blankets; so he agreed to stop a little longer; so the ghost or devil as we thought him, went along very slow, and when he got forward, the lights went out, so then we was all dark. I began to feel the water streaming over my nose, and Ned was shaking terrible——"

"You're sure you didn't knock your knees," said Slender.

"No, but you would if you had been there," replied Jerry. "Well, presently the devil I s'pose made us out, for he walked aft again as slow as before, and just as he got abreast the pumps where Ned and me was, he stood stock still, and stretching out his hands just like a play fellow on the stage, began to gibber some horrid things, and then groan; but then thinks I, ghosts don't talk, so let's see what you're made of; so I made a bolt right at him, and catching him by surprise, down he went, so I put my knee on his belly, and tried to get hold of him by the throat; but somehow I made a mistake, and shoved it into his mouth, and he bit me like a shark. So then I thought he was indeed the devil. However, thinks I, let's see if he's got any wind in him, so I gave him a dig with my knee that made him roar out murder, and let go my hand; but you see it was a good smart bite, and I couldn't play the fiddle for a long time afterwards, so when I'd got the upper-hand, Ned came to help me, and we secured our prisoner. It turned out that the ghost was a great chap the son of the carpenter of the hulk, and used to make a trade of stealing the blankets; so I got my blanket again, and had the credit of catching the devil."

"Well done, old Jerry—I shouldn't have given you credit for so

much," said Roberts; "and I am sure one ghost story is enough for one night, so you had better let me off."

"No, no," shouted all hands.

"There will be plenty of time after tea," said Peters; "and I am sure these old fellows and I too will pass our time better here than in a public-house."

"Well," said Roberts, "if you are determined, I will, to please you, do so; but I promise you it is a long, and you may think a tedious story. So if you will assemble here after tea, I will endeavour to forage out the written life of the man Peters is thinking of, and read it to you."

Old Toby is fast asleep, and has been so this half-hour and more, and Slender and Jerry are amusing themselves by decorating his face with a burnt cork, and really the vermilion and black form a delightful contrast.

"Did you ever hear," said Peters, "old Toby—his being asleep puts me in mind of it—tell the story of his stealing the Commodore's broad pendant at Chatham; he was a nimble boy at that time as ever was seen."

"No," replied they, "how was that?"

"Why, he tells the story much better than I can: it was when he was a boy in one of the ships laid up at Chatham. His master was the boatswain of her, and there was only the three warrant-officers with two or three boys to keep watch on board of her. The guard-boat from the Commodore's ship was rowing about all night, and if they passed a ship that did not hail them, they would go alongside and steal anything they could get hold of, and carry it ashore in the morning to the Commissioner's office in the dock-yard. One night his master, the boatswain, had the first watch, and having been ashore all day on duty at the dock yard, felt very tired, and told the boy (Toby) to keep a lookout while he went down into the galley to smoke a pipe; he went down and fell fast asleep. The boy, not accustomed to keeping his eyes open, fell asleep also, and the guard-boat passing, hailed them, when, receiving no answer, they went alongside, and actually unshipped the bell from its place, and carried it quietly over the side without being found out. At twelve o'clock the boatswain awoke from his sleep, and going to strike the bell, found it gone. He immediately knew who had taken it: he called to the boy, and after bestowing plenty of *blessings* on him, said to him, 'Now, there's only one thing can save my warrant, and if you don't get it for me, I'm done;—I must have the Commodore's broad pendant before to-morrow morning.' He accordingly got into the punt alongside, and took the boy with him, and pulled softly ahead of the Commodore's ship, got under her bows, and the boy got hold of the mooring-chain, from thence to the bobstays, and getting up to the bowsprit, went quietly along the forestay into the foretop, from thence he got by the maintopmast-stay to the masthead, and finally to the truck, where unbending the flag, he stuffed it into his bosom; as it was the night pendant it was not very large; and returning the same way unobserved, got down to the mooring-chain, and giving a low whistle, the boatswain, who was some little distance off, dropped under the bows, and took him in. The boatswain was highly delighted with his success; and the next morning, giving the boy directions to hoist the flag at the ensign-staff when he should waive his pocket-handkerchief, he went

ashore to the dock-yard to answer the signal that was made for him. He went boldly to the Commissioner's office, having first made the sign to the boy to hoist the flag; and there was the Commodore, who, always attended to such complaints as might be made, sitting with all the gravity on his countenance which such a case demanded. The boatswain was called in, and making his best bow, wished to know what he was wanted for.

" 'Mr. So-and-so,' said the Commodore, 'I am sorry, very sorry indeed, that such a gross neglect should be laid to your charge as that now preferred—an old officer of your character—can't excuse it, Sir. The guardboat went alongside your ship last night, and during your watch, as is proved, took away the ship's bell. Now, Sir, you must either have been drunk or turned in, both which are very great crimes; and I am sorry, truly sorry, that I shall be obliged to report your case to the Navy Board, when you will be sure to lose your warrant.'

" 'Very sorry, your honour,' said the boatswain—'shore knocking about in the dock-yard all the day—not asleep a minute.'

" 'No excuse, Sir—no excuse at all for such a great neglect,' replied the Commodore. 'Why, Sir, if such a thing was to go unpunished, we should have the Commodore's ship as bad as yours.'

" 'Why, your honour,' said the boatswain, 'your ship has got a full complement of men on board, and sentries in both gangways, and for all that aint so much better after all.'

" 'What d'ye mean, Sir?' said the Commodore—'not keep a good look-out on board of *my* ship—what do you mean, Sir?'

" 'Why, Sir,' replied the boatswain, 'when I found my bell gone at twelve o'clock last night, I sent aboard your ship, and got your broad pendant to save my warrant.'

" 'My broad pendant!' exclaimed the Commodore.

" 'Yes, your honour; and if you will just step outside I will show it to you flying at the flag-staff of my ship.'

" Accordingly, the Commodore and all his retinue went out, and sure enough there was the pendant as the boatswain had said. The flag had, it seems, been missed in the morning, and they had put it down as blown away. 'Oh,' said the Commodore, 'the boatswain has quite weathered me; I had better say no more about it.'

" Accordingly," said Slender, chiming in, "the old boatswain bore off the bell."

The supper-bell now warning them of the hour of six, they all went in search of their basins and spoons, and away they trudged to the hall, to get their supper and tea in one. The halls into which they go are spacious vaulted places under the Painted Hall and Chapel—one containing near eight hundred men, the other six hundred; they are well lighted with gas, and furnished with tables and stools. The men are arranged in messes of four, and the allowance of whatever it may be—chocolate, meat and soup, or tea—is conveyed to them, by men provided for that purpose, in a can or dish. On this evening the lovers of fun should pay them a visit. They are all earnestly engaged in telling their stories, not caring whether there are any listeners or not; and the scenes which occur are indescribable.

AN INLAND CRUISE OF A NAVAL OFFICER*.

PLYMOUTH AND ITS WATERS.

I WAS about to get down from the coach as we drew up to the door of the redoubtable Plough at Cheltenham, when I suddenly altered my mind for my own particular convenience and satisfaction, and resolved to go on farther to the westward—nay, not to stop till I got to the scene of my old haunts, his Majesty's new old town of Devonport.

There are various ways of getting to the said town—the one by steam from the custom-house, the most expeditious and economical; I do not think the whole fare is above half-a-guinea; but having come so far in my rambles “into the bowels of the land,” I felt conscientiously obliged to trust my neck the whole way to the various vehicles and “coaches” by the Bristol, Bridgewater, and Exeter line, albeit some of them I found tolerably break-neck concerns. Many adventures befel me by flood and field, which I cannot stop to recount now, I am in such a hurry to look at that long-forgotten Hamoaze and old dock-yard once more.

Now I think of it, I did get down, and got up on another two-horsed coach—the “Favourite”—in High-street, Cheltenham. No wonder this coach was a *favourite*, for they kindly take their passengers all the way to Bristol (outside) for four shillings!—forty-two good miles, through Gloucester, where I saw some symptoms of increased trade—perhaps increasing—by a good large ship on the canal and several of tolerable build and appearance in the basin recently completed.

I am tempted to digress here, and talk of the careless, the knavish, and the stupid way our merchant-ships are built in, on which a Commission “drags its slow length along,” as our Government kindly gave a sort of premium (in the measurement!) for this sort of good-for-nothing putting together,—but I must push on, casting my eyes to the right, all the way down, over the rich country and beautiful Severn, becoming more and more visible as we trotted on. I thought Berkeley Castle was to be seen from some point of this road, but it is not.

Gentle reader, let me beg of you not to be too much vexed if I mention things that may appear very trite, very well known, and very insignificant; I have lived so long, that I begin to forget much of what I once knew, or find things so changed that old things become new, and new things become old, by this same silent insensible operation of living on; now and then I cannot believe my own eyes, and things extremely palpable and of course fill me with a sort of foolish melancholy wonder, as if I hesitated to believe my own senses! I saw several modest-looking nice houses as we went along (all the way having an eye to sitting down somewhere), but there was a constant drawback. Here, as we draw in on the ocean—here, where the broad beautiful Severn gladdens the scene, why is it there is such a sad scarcity of fish? why is it that at Gloucester and Cheltenham, Bristol, all about, the only fish you see at a starved fishmonger's is from London?—or if salmon of the Severn in good sooth, more expensive still than London prices with

all the work and expense of carriage tacked to it of 100 miles! Why is the Severn, and all the Welsh and Somersetshire waters so badly fished? How few boats of this description greet the eye! At Bristol there is a screw loose in the market (piscatorial), though in other respects it partakes of the plenty of a fine county.

Slept at an inn called the Rummer, which I only mention to note by what coach I continued on next morning—the “Tam o’ Shanter,” a sort of alternate three and four horse coach, set up in opposition at 10s. outside to Exeter. I am very particular in coaches and fares, and fees, as I cannot help thinking it very much concerns the *cloth*—that is, us sailors, our locomotion always being so very great, and our purses so very slender. This coach might be said to have “one virtue to a thousand crimes;” that virtue was, no feeing coachmen or guards; and yet, like a fool, I must needs break through, and at Bridgewater give the fellow (a very jolly big young fellow) a shilling, for the which he thought me a lord at least—a real gentleman, of course. Now this is the way such fools as myself make travelling so cruel.—I forgot the thousand crimes of this coach, which I shall briefly pack into one enormous one—it was a *slow coach*! I will not, I cannot, forgive their working the poor horses beyond their strength besides.

I shall speak of all the towns, and places, and appearances on this road coming back. *En passant*, the long flat after the Mendip Hills to Bridgewater is very tedious—one is glad to get by, and have a little up and down, through Taunton, Tiverton, &c., to Exeter. Always observe, the more hilly the country, the more bold and inclined to run risks your coachmen; so on this road we were as near over, coming down hill, as possible several times, particularly between Exeter and Plymouth; but as we did not go over, all was “right.”

The most beautiful part of this country lies between about Taunton and about Exeter. Nothing can be more lovely than down the Exe, &c.; but before that the country is too flat and monotonous, and after, it gets too bleak and barren on to Plymouth, across Dartmoor, &c. I was vexed and astonished to find Ivybridge such a miserable place.

Long before you get to Plymouth you come in on its water’s ramifications. At Saltram—they point out to you the seat of Lord Morley and the bridge he has built across this arm of the sea to his estate; over which, too, the lower road by Totness, Dartmouth, &c., runs. And now all the long and loyal three towns in one is visible, stretching away to the west to the very dock-gates; the sea and shipping to the left. On the whole—spite of the heathy barren aspect of the country about (the whole being indeed one soft rock)—the view is grand and rich in its peculiar features. A goodly squadron of line-of-battle ships lay at the moment within the Breakwater—that inconceivable bulwark against the mighty ocean!—certainly inconceivable to all who have not stood on it, and *thought* a little on the masses of stone slowly deposited in such a depth to create such a mound, and by such little atoms as we are. To be sure, after all, it looks next to nothing—nothing at all at high water, but take a boat and go to it; and yet twelve years ago the sea broke up and rolled about these gigantic masses of granite like so many cockle-shells, making a monstrous gap near the middle of it, which I am sorry to say exists to this day: it is being filled up; but the work gets on so very slowly, that it was indeed just within my compre-

hension how twelve years have been allowed to elapse and still the job going on with a most imperceptible progress. The few hands at work—some fifty or sixty—are mostly at the west end laying the first stones of a light-house.

An immense sum has necessarily been expended on this great work; whether more or less than might have done it, I cannot certainly say: but it is most certain that if a proper grant to finish it and repair this damage is withheld, under pretext of economy, it is penny-wise and pound-foolish, since a superintending establishment is still kept up, I should say much beyond the real labouring efficiency at work. Besides all the risk so unnecessarily run of another such a tearing gale, indeed any ordinary bad weather must displace and hurt, if not entirely undo, the little doing to fill up this very ugly chasm.

I know that every time I stepped the intervening space, admiring the excellence and solidity of the shelving granite facings—the utility and stupendous nature of the whole—when I stopped at the brink of this chaos of destruction—this ulcer in so fine and healthy a body—I could not help feeling excessively angry—but with whom it would puzzle me to say; and yet I think I could point to one person (*ex officio*) who could by proper energy not only fill it up in twelve months, but get rid of all the *hanging-on et cæteras*—who, of their own good will, would not only suck this milch-cow till “their dying day,” Sir, but would piously make it over to their children and children’s children. Such is the nature of milk to sucking babes of grace!

I thought the Theatre Hotel looked dull and gloomy (compared to what it was in the War),—so it is. I went on to Elliot’s Royal Hotel, and was ushered into the right hand little coffee-room (the left hand one is for *nobodies*) in the midst of *Muddies*; and under the august hangings (there were no curtains) of their various sea-going togs or uniforms, hung on pegs, alternately, and in piles, with swords, cocked hats—or pea-jackets or “muffy” wig—as the case might be: this being the *‘tiring* room, where sudden transformations take place as surprising as from the chrysalis (I won’t say grub) to the butterfly. In a word, here the younger fry put on or off their swords, cocked hats, and uniform coats, as they came on shore off duty, or were unwillingly compelled to go off to their ships. This is an old story,—old as the hills—with some new features—the gatherings of twenty years’ peace. I sat me down at one of the tables, and as I listened to their various sea, dock-yard, and shore-cruizing small talk, I felt myself suddenly transported back to the days of my own juvenile follies.

This was no place for moralizing, even in silence; nor was I content long to “chew the cud of sweet and bitter fancy,” but ordering a beef-steak and a pint of sherry, chimed in with the rest. Oh, what a world of “monsterring of nothings;” and yet ‘tis the only relish of life! “This ship by the head—that dull—such a First-Lieutenant the devil—such a fellow made—such a skipper changed—the Admiral off—dines with Port-Admiral—where are they?—both talking together (says a new comer), leaning on one of the guns of the saluting battery—go to sea to-morrow—for Dublin, ho!—what sort of looking girls are the Irish girls?—you’ll not get ashore—hookey—call a jarvey—who’s for the hop at Plymouth?—don’t all speak at once,”—away they go on the flood-tide of enjoyment.

And so here is Fore-street!—that very Fore-street I have so often measured up and down when it seemed to have twenty times the bustle and blue-coats it has now.

Then, again, the same quiet lodging-houses—George-street down to Mount Wise—full of H.P.'s, pursers, and the more dignified dock-yard men! This is the grand track from the landing—the wake of impatient or wrathful skippers—or where they could look from their small bow-windows right up and down, raking the small craft fore and aft! *Mid.'s mem.*—Always to cut round about, for if caught napping he might be made to

“Wheel about, turn about,
And—jump Jim Crow!”

Pleasant Mount Wise! Thou art full of dear salt-water reminiscences, with just a taste of the awful, from that severe stone house and green blinds (not from its chaste proportions) where a certain big-wig occasionally pertinaciously fills the door-way, or keeps up “half-laughs and purser’s grins” with his flag luff. Then the flag-staff monticule, where nurses and grumbling old hard-a-weathers do sun themselves, and sit (literally sit) in judgment on the Admiral and the fleet, and the doings in panorama under their critical eyes.

While I, too, was reclining on this grassy mount, three of the thousands of fine Devonshire lasses quizzed his Lordship’s iron-bound scraper most unmercifully, and his whole rig-out underwent a sly mauling that tickled me not a little. He had advanced, chatting with a man in plain clothes, to the top of the steps going down (on the point of going off to the Guardo). Profane, silly things! is this all the respect you pay to so much power—so much dignity! Is this all, thought I: “to such vile uses do we come!” Here is the very pinnacle of well-directed ambition attained—heightened and adorned by a title (aye, and I believe much liked personally in good earnest, into the bargain). Is it to command the fleet, the Guardo Adelaïda (though good for nothing), the dock-yard, the glorious range of the victualling-offices yonder, fleets in ordinary and extraordinary, as now riding at anchor under Sir Charles Paget—is it to wield the destinies of his own particular quarter-deck, his yacht, his bargemen; his captain, lieutenant, secretary, mid, with all the pomp and circumstance of office, house, carriages, servants, and all within the atmosphere of Mount Wise—is it, I say, only for this, that three young silly things, with only, it is more than probable, what they stood up in of goods and chattels belonging to them in this world, should fancy they have the best of it!

Said I to myself, I will from this day take a fresh note of life—genteel comedy is, after all, but a farce, it seems. I am sure, had his Lordship known it, he would have good-naturedly laughed too—for there was nothing spiteful in their fun. In a few minutes more he was in his own barge, on his own element: and now, no more laughing.

These same stairs, and the landing, are much improved—much changed; and so, indeed, I found everything—walks, walls, esplanades, &c., as I coasted round the skirts of these rocky inlets. I think the bathing to the left might be better arranged to the advantage of the town—for Plymouth has most certainly much, very much to recommend it as a residence. But I conclude the two or three bathing-machines are equal to the demand. All things resolve themselves very naturally into a

matter of trade. The Plymouth proper part it is that I find so much increased and beautified—towards the Hoe from the theatre, Athenæum-square, &c., and there, indeed, most of the high fashion of the place reside; together with Durnford-street (in what *was* Stonehouse).

The Hoe and Mount Wise are the chief promenades for the resident beaux and belles—not reckoning the blues and reds, unless in H.P. mufti. Lots of omnibuses, at our town fares of sixpence, together with a constant current of pedestrians, keep alive the long street that connects the long chain of these three towns in one, across the bridge—where a constant toll of a halfpenny is paid to Sir John St. Aubyn and Lord Mount-Edgcombe, whose joint property I believe it is.

How salutary—nay, how just, a little taste of despotism would be occasionally for the general good; if one could admit the principle, just for a convenient thing, and no more—no further! Here is an instance! But I cannot understand on what principle it is that private property of this sort is not *made* to give way after being paid for over and over, perhaps an hundred fold already, by the unhappy public! The consequences of private parties will stretch to the crack of doom! Government should put a stop to this evil; just as it would, and has, in thousands of instances, for the public improvements—streets, roads, bridges, &c. Men's private property *in the way* is valued (highly valued always) —paid for—and there's an end.

So ought it to be with this abominable bridge! I say it with the highest respect, of course, to the parties concerned. Having paid, and crossed the bridge with disgust—on my way back I bethought me of contemplating something rather more national and congenial, the Dock-yard. Having made my bow to the superintending serjeant of police, and received my card of entrance, I pushed down hill to the docks and store-house, &c. There is not so much strikingly new in the yard for these last twenty-two years back, but there is much that is new under cover, and found out by looking after. To describe what is to be seen would require the powers and paper of a three-volumed novel! I am not to be provoked to it, however marvellous.

For my own self, I turned from what I have so often been sick and tired of, and striking into a new and excellent *idea* of Captain Commissioner Ross's, I respectfully mused down his picture gallery! Proud trophies of naval valour, and all the dearest recollections of true blues!—though I must say, for the most part, most villanously carved! Nor are the descriptions written on some of the most glorious of these old figure-heads made out in the most lucid language—but the original idea of collecting these remains (in most instances the only remains) of those noble ships of whom these very prows led to victory and Old England's glory—besides enshrining their able commanders' names, and giving them to the respect and veneration of after times—was most happy, as keeping alive a feeling among ourselves, that, do as we will, struggle as we will, dies away but too fast—besides the attraction as a curiosity! most of these old heads were gathered together from various nooks and corners, and lofts, sheds, and storehouses, cobwebbed over, hidden, lost, and forgotten. They now form a proud avenue, through which each father may conduct his boys and girls, and make their visit to the dock-yard something better than a tedious mystery to their young minds.

While I dwell on these venerable figure-heads, let me add one word

on their appearance. As works of art they are, in good sooth, most contemptible—but this does not lessen one's love for them—for it is in the association of ideas they are so valuable—as connected with mighty men, mighty hosts, and mighty things!—besides, much must be allowed for our clumsiness thirty, forty, fifty, and sixty years back. There was not much more excuse, to be sure, then—since the human form divine was as well known and imitated then by modern sculptures as at this day—not to say a word of those beauteous models handed down to us from classic antiquity. Besides, then, as well as now, a very little *savoir*, and *taste*, and *integrity*, would have taken care to insist on better carvers, in humble imitation, at least, of the decent proportions and scientific carvings turned out of French dockyards!

But let us turn as quickly as possible from what has been, both in carving and building, in our yards—and glance at what *is*! ay, and is, *proh pudor*, to this day! I walked on to admire the Sappho and Flora at the south end of the yard, both in rapid progress—bidding fair to be—what ought to be expected—(seeing the Americans on one side of us and the French on the other!)—but ye gods! what figure-heads! *à l'indes* of the spring, of vernal and of floral beauty! Oh! O—do cover it up—or take it off—a plain billet or fiddle-head would have saved all this indescribable something that sets my teeth on edge! and thou, unhappy Sappho! can't thou wonder at Phaon's running away from thee, hideous as thou art! Were I Sir W. Symonds, I should much fear the stern-chase would be a very long chase; and such a head—not augur well for the heels of the craft!

But this is too grave for ridicule: it is nor more nor less than disgraceful to us! I will say nothing of the French who would (and do) indeed grin again—but I am sure there is not a Yankee boulder between the Chesapeake and Penobscot (“down east, O yes!”) but would be absolutely afraid to put such heads on any five-hundred-ton merchantman; the skippers, the owners, would not stand it.

I turned from these “most lame and impotent conclusions” to the little rocky mount and temple under the south wall—and having sympathized *en passant* with the kind nature of the memento to poor little “Vixen,” (a small marble slab set in, for what Admiral or what Admiral's lady's faithful dog?) I mounted and took a look round Hamoaze with the friendly glass on the table in the Temple. Nothing in nature had altered a blade of grass—the same stately mansion of Mount-Edgecumbe embosomed in its woods—the hills more bare lowering over Millbrook round to Tor Point, and so up, up, up, the Tamar, sprinkled with ash-coloured, covered-in, line-of-battle ships, &c. This feature was new—though now, indeed, of long date. Having dropped in a shilling to the charitable box—(I am sorry now I did not make it half-a-crown). I descended, and edging round the spar basins, took a look at old Mutton Cove—the same sort of inmates as of old—an odd medley of thoughtless, happy misery! I had a great deal to do at another time, as I approached this famous landing-place, to persuade the boatmen that I really had no particular wish to be taken off to the presiding three-decker—poor fellows—however another day I indulged them, and gave them a better idea of my taste—albeit a land-lubber!

They were repairing one or two of the pier-heads of the dock, driving piles by steam, &c., farther on, getting the once noble San Josef—

(O, what a fall from a flag-ship)—ready for a seaman's depôt, or receiving-ship. It always gives me a pang when I see ships I can recollect so proud under their canvass, and bearing their thunders on the waters—thus degraded—necessarily put to some dirty ignoble use—that of prisons for convicts, worst of all—the very planks, one thinks, revolt at it! And yet who so looks round at our yards but must thus have his eyes, and his old feelings and prejudices offended. There is no help for it, unless one would forswear the sea-board in toto.

I forgot to say that the artificial rocky mount and its crowning temple I have just left is called the "King's House," (a very dock-yardish name!) It was erected (in 1822) in commemoration of the visit of George III. to the yard years previous—when, I know not; nor does the inscription which runs round the pavillion say.

Going along I took a look at some of the other ships building and repairing. The old *Fisguard* is not yet done for, thank the gods!

The Nile, quite new, struck me as a fine ship. Her model altogether as if after some of the more beautiful French ones; but as I stepped forward admiring the small by degrees and beautifully less to the cut-water, and looked up—there again was I to be disgusted by an attempt at the bust of our great hero, not only disgraceful to us as a naval nation, but most contemptible and unworthy of the stem of such a ship. I was so annoyed that I determined to look at no more of these wretched-in-form blocks—figure heads indeed! But has Sir Charles Ross (I think now) nothing to do with this? The Admiral, Lord Amelius Beauclerc, nothing? The builders nothing?—that such eye-sores and scare-crows are to disfigure all our craft in this way! without the most pointed remonstrance to the Admiralty—but I beg pardon—his lordship and their lordships must have seen these things in their careful annual visits—and of course approved! Since this bungler and hacker of wood is allowed to go on spoiling wood and perpetuating ugliness and nondescripts even to the *Flora* and *Sappho*!

In all our yards, on all our ships, it is the same thing, with very rare exceptions—and those, ten to one, of foreign carving, taken from our foes. So, too, let any man look at the greater part of our men-of-war in our various docks, and say it, with a seaman's eye, they ever beheld uglier devils—as to build! Some are good—some have done good service—what of that?—who thank for the good service! It is the model, the beam, the sheer, the rake of the fore-castle or bows after leaving the water line, the run fore and aft. Diagonal planking, solid ribs (no interstices), double planked, bent timbers as knees, and all the interior and *et cætera* of building, is another affair—but the first thing, both for King's and our merchants' service, is model. Deep and narrow will not do—and yet what an outcry has there not been against getting out of it into the broad and flat—to say nothing of all the monstrous contrivances in and out of our sterns—their galleries, the fashion of the Turks, and the shapes of our cutwaters after leaving the butt-ends of so many blunt bows.

We at last have got one builder: the Americans and the French have hundreds—hundreds for their private yards and merchant-men. Even in our improved build we hardly bring the upper-works enough out from the channels up round the bows—as adopted so sensibly by the Ameri-

cans : finding that it prevents the vessel plunging too deep in head seas, and keeps her up to cut through ; giving more room on the fore-castle, where it is always wanted.

On these questions there should not be two opinions ; nor no more doubt than there is about buoyancy, plunging, rolling, straining, &c. Captain Marryat has written some excellent papers on our new and old build ; or rather pointing out those wretched defects we have clung to so pig-headedly ; contrasted with the beauty and efficiency of the French models—our own best and most beautiful ships being built after them. The American improvement on them is not in beauty, (on the contrary), nor in strength. But they give their upper-decks more room, by being more wall-sided, rather more beam, and drawing less water : the last an immense improvement ! Being *down* to hold a better wind, is sheer nonsense ! The less water any vessel draws the better—every way the better for swiftness, and as a sea-boat—less labouring of every sort. Her sides to the keel should be the mould of an apple—not a tea-chest or tub. I know I have no business to say all this, when we have so many clever fellows who have some influence opposite Whitehall, and who are well aware of its truth ; but it would seem as yet, (as well as of our figure-heads !) it is “ Truth at the bottom of the well ;” and the lights of such men as Marryat, &c., “ a candle hid under a bushel.”

Well, it's no business of mine ; so I'll walk on through the Yard to North Corner ; nor will I look at any more of our wooden walls.

Just outside the Dock Yard, at North Corner, is a busy gay scene, particularly on market-days ; with hundreds of boats, full of market people down the Tamar, and across from Tor Point. Several small steamers, too, run up and down, freighted in the same way ; but they do not run up and down regularly, being guided by the market more than any other demand, or I should have been glad to have gone a trip upwards, to enjoy the scenery, and shake off a little of my Dock Yard vexation.

At Plymouth, (for I cannot yet call it Devonport), as at Leamington, I looked about in the environs for some neat box—but found, both at *Stoke* and to the east of the town, every villa at all enticing already occupied. Plenty of lodgings in the place, but few or no cottages. Indeed there are very few of the description *ornée* in the neighbourhood : the hills and lands about being rather bare of trees, parks, or pleasure-grounds of any kind. Dartmoor may be said to extend to the very town from the eastward, forming the whole intermediate country to within five or six miles of Exeter, where you look down on the rich smiling valley of the Exe. *Stoke* is full of genteel rows of houses and detached residences ; and the view from their gardens, over the adjacent shores, town, and shipping, is superb. I have said the whole of this country is one porous rock ; and, as an old seaman, Tom Smith, well observed—requires all the rain that falls to keep it cool and comfortable ! Thus, but for the rather more frequent rains that fall here, the vegetation would be, in most summers, burnt up. Those who grumble so much, and so ridiculously, about England's rain—reflect on this ! Indeed that very humidity so much lamented, is the greatest blessing. What tinkers of nature we should turn out, could we be fairly set to work ! Take it all together, Plymouth is a very desirable town for a quiet poor man

with a large family. The markets are cheap, though not so good as at Exeter. But then there is the advantage of the stir of the Navy, and all that increased vivacity (not to say amusement) of a garrison. The Marine band, which plays in the barrack-yard every afternoon between four and six o'clock, is very good; the public is admitted, and it forms a very cheerful promenade. I thought the *cornet à piston* accompaniment to the "Light of other days," as good as that of the Coldstream. The band altogether is very near, if not quite, equal to that only tolerable one of all our Guards!

The Lieutenant-Colonels should go themselves or send their leaders for a few weeks into Germany, by way of understanding what they want! And yet the Colonels, Captains, and Subs, do go—do go to our own best concerts—are constantly in Paris—and yet matters (musical) do not mend. A matter of taste, like figure-heads, perhaps! But to resume the advantages of this port as a residence:—It has a very good theatre, kept open part of the year; but I fear, like all the rest, but poorly encouraged, and, consequently badly managed! The remedy lies however in the resident gentry—quite numerous enough to do as they please. I believe there is a club; but clubs are dull affairs, if one may judge of our metropolitan ones; and so contrived as to be of the least possible advantage to their members—perhaps they do these things better in the country.

I am told, besides, that there is a very superior kind of society to be got here with a little patience and a good beginning; that, independent of Army and Navy retired officers, there are a great many genteel families, occupying the best streets, squares, and crescents: a thing that cannot be so fairly said of every large town we have. Rich, to be sure—genteel, to be sure—but it is the sort of gentility! We have so many sorts—here there is a choice; and the three towns large enough to give no offence in the choice. And as to pomp of houses and equipage, there is a happy kind of equality—three or four carriages and a dozen cabs or gigs is all the dash attempted. Nor does any mansion or seat proudly look down on the rest, except the very distant one of Lord Morley, hid behind its hill and woods, and cut off by the sea, like the nearer seat of Lord Mount-Edgcombe, which holds no converse with the multitude. This last was a favourite show place, as far as the grounds went, which are delightful; but of late I am told, owing to the folly of some of the visitors, Lord Valletort, who chiefly resides here, has restricted the visiting system—it being now indispensable to get tickets, &c. On the other hand, they say he has absolutely forbidden his porter or his people fleecing the curious in the shape of fees! Would that all our noblemen would strictly enforce this wholesome prohibition!

I cannot quit Devonport without recommending Elliot's Hotel, an immense house with a most noble circular staircase, occupying the central part of the entrance arch-way; where the various mails, running to all parts of England, and not a few private carriages, are constantly coming and going. This geometrical staircase, however, is as mysterious as the Cretan labyrinth, though admirably lit by its cupola lantern—for, some how or other, winding and turning about in the ascent, I never could hit on the exact corridor which led to my room! There is another good quality in this hotel—its moderation; for, although in

a cheap country, it by no means follows that hotels at all lower the tone of their bills on that account—witness the New London Inn at Exeter!—and many others too tedious and too expensive to mention.

At Elliot's one is as comfortable and as well attended as can be expected in a house devoted to the Navy—a race not particularly methodical, or regular, or difficult to please—when on shore. Hence, the Naval Coffee-room, to the right, is somewhat dingy—somewhat in the Moses or old *closh* line—if the eye glances to various pegs. Never a paper to be had, and other items in the rough and harum-scarum—besides long fits of absence, and loud ringings for Master James, a good-natured, good-looking chap, second in command—the head waiter not making his appearance among the gemmen until the last ring—“for the gemman's bill.”

[To be continued.]

TRAITS OF THE TRANSPORT SERVICE, IN WAR AND PEACE*.

IN the paper which appeared in the January Number of this Journal on the subject of the Transport Service my observations were in general based upon, and the illustrations drawn from, a state of peace. If these were deserving of notice, it will not be a difficult task to give them farther development by applying them to times of warfare. If the disadvantages of delay, danger, inconvenience, and expense are made evident in a state of peace, in how great a ratio all these must increase during a period of active hostility? I shall pass by for the moment the subject of expense, and only dwell, in the first instance, on the inconvenience and delay in bringing our military means into active operation.

There is an ancient apothegm, “bis dat, qui cito dat,” applicable as well to “kicks as halfpence;” and all history has proved the advantage of taking your enemy before he is aware, “or catch him napping.” Within our own knowledge, was it not the key to the great successes of Napoleon, the combination of his means before the declaration of hostilities, in such a way as to make the first blow nearly decisive of the whole campaign? In this view there is a singular contrast between us and our neighbours. In their social, and even commercial lives, time is not much taken into the account. A tradesman will leave to the care of his wife concerns which one on our side the water would think of the utmost consequence, to go and look at the ascent of a balloon, or the elevation of an obelisk; and they seem in general to take no further notice of time than of some churlish old *carl* that they do not wish to recollect has any existence; but in war they know its utmost value, and carry its calculations into every element of their hostile movements.

In England, which has been compared to a beehive in the way of industry, where every man in trade, business, or profession is, or appears, in a constant fever of locomotion; where every possible invention of the human mind is called into play, to multiply our internal and external communi-

cations, and increase the rapidity of travelling ; where there is a constant scene of bustling activity, and where a coarse but powerful writer has said, that if a man walk slowly through the streets devoted to business, he is suspected of being little short of a rogue or vagabond. When this ant-hill of busy creatures is disturbed by the hostility of any of its neighbours, it would be natural to suppose that their activity would be doubled, but I am sorry to confess that this is far from the case ; whether the fault of the governors or the governed I will not wait to inquire, but endeavour to show—and with particular reference to the present subject—how we set about “to strike the first blow.”

By a measure of some injustice the ships-of-war get manned, and proceed to sea, which they sweep clear of chance men-of-war of the enemy on their voyages homeward, and of unsuspecting traders navigating in the confidence of peace. When I speak of the impress as an act of injustice, it is not with the wish to deny its possible necessity, and that all men ought to serve in defence of their country ; but what I dislike is, the want of discrimination, no distinction being drawn between the young and old, the married and single, the coasting-sailor and pleasure-yacht-man, or the weather-beaten mariner returning from distant lands. There is also the objection, that no limit is assigned to this *notens volens* servitude. It seldom happens that many of the enemy's ships-of-war are at sea at the commencement of hostilities, and this blow (which I call a left-handed one) falls on the unfortunate merchants. It is capital fun for those engaged in it, and has helped to fill many an honest fellow's pocket.

The captures made under these circumstances fill up certain gazettes, and John Bull thinks it looks like doing business ; but when any enterprise that requires the assistance of troops is in the wind it becomes quite a different affair, and has been generally managed thus. I shall pass over the ceremony of calling out the militia, and collecting the regular troops from all nooks and corners. Concurrent with these scientific manœuvres a proposal emanates from the Treasury to the city magnates to take up a certain quantity of tonnage for the transport service. This draws the quill from every man's ear beyond Temple-Bar, and that part of the affair is managed rapidly enough. Ships are forthcoming directly ; whether they are sea-worthy, tolerable sailers, or well-found in stores or rigging is a matter of no consideration, or whether the men who command them know the Dog-star from Jupiter, is not of the least consequence ; away they are bundled to Deptford, to be fitted with standing berths, take on board water and provisions, and then are ordered round to Portsmouth or the Downs. This preliminary process can scarce with every exertion be got through under a fortnight or three weeks, a portion of time somewhat valuable in war. When collected, and the troops about to embark, it is called “a secret expedition”—words that have passed into a joke. We have no phrase in English the exact antithesis to expedition, and the French word *retardement* is scarcely forcible enough, otherwise we might, in place of secret expedition, say “*retardement public*,” as every child in the parish from which it starts knows its future destination.

There is no want of proofs how unmanageable and troublesome the convoy of such fleets become, particularly in bad weather. The strongest of these is perhaps in the first war of the French Revolution, in

1794, when Admiral Christian fought against the elements for weeks in succession in trying to force a passage to the West Indies. The greatest part of the transports employed on this luckless expedition were dispersed in the gales, many of them were wrecked, more returned to port, and very few of them ever reached their destination. I may instance that one-half of the 42nd Regiment made good the passage, and the other remained at home. In all these fleets there are at least four or five heavy tubs, that continually delay all the rest, and can only be got along by the men-of-war dragging them through the water.

I shall refer again to the expedition to the Cape of Good Hope, not with the intention of repeating what I said in a former paper, but merely for illustration of the subject in hand. On getting under weigh at Cove, two of the largest transports fell on board each other, causing the loss of the bowsprit of one, and the mizen-mast of the other—the fleet was detained the next day outside Cove harbour, which gave time for these two ships to be repaired, otherwise they must have been left behind.

On crossing the Bay of Biscay, we had a gale from the south-west, and none of our jolly shippers having made preparation for the possibility of such an event at the beginning of September, numberless were the accidents by running foul, carrying away spars, &c., that gave the carpenters of the ships-of-war full employment for many days afterwards. In the ship I was in we carried away the maintop-mast, with all its millinery, and the wreck being cleared, it was found the mainmast was sprung; then, and not till then, did our crew begin to set up the rigging, which had been flapping like a lady's loose bed-gown at every roll of the ship. When the mainmast was afterwards taken out at St. Salvador, to be replaced by a new one, it was a wonder how it had stood and borne the jury-rigging overhead. On passing Madeira, the heat of the sun melted all the pitch in the seams, which no one ever thought of fresh calking, so that when we got the first tropical shower near the line the water poured in through all the upper works like a sieve, leaving the soldiers exposed to the discomfort of this shower-bath. The heat, combined with this moisture, occasioned fermentation in every thing which contained its elements, and maggots were generated in the bedding. Had the wet lasted for more than a day, it would seriously have injured the men's health.

On leaving Madeira I used, for the sake of exercise, to go often aloft, and the amusement there was to count the ships, and see if we were "all right." I recollect the numbers were sixty-three, to carry an armament for the attack of a garrison not exceeding 4000 men. These were not all occupied by troops. There were the six ships-of-war, two hospital ships, two for horses, and a convict ship. As I used to look at them from this position, spread over the sea around me, they put me in mind of a flock of geese in the spring. There was the tall gander in front, in the shape of a broad pendant; under three topsails there was a special gander on each side, and one or two behind. The hospital and horse ships might be compared to the sober geese in gray; and in the middle were the gosling transports, trying to keep up with the pace of their parents.

Nothing is so provoking in this course of life as to have a fine rattling, fair breeze, and to jog on under short sail, to wait for some clumsy band-box, nearly out of sight a-stern. Under the most favourable circum-

stances the body of the fleet did not cover five miles an hour for twelve hours successively. I should give as a sort of rule to guess how long an expedition of this sort may be in motion to form a calculation how long it would take a moderate-sailing 64-gun ship to go the required distance under three single-reefed topsails.

L'Espoir brig-sloop, that was one of the convoy (and brought home the despatches in six weeks), when not employed in skirmishing with strange sails, and sailing with the fleet, never even hoisted her two topsails, which lay on the caps. Sometimes when our hookers were carrying every possible rag, this saucy brig would hand all her sails below, and hoist a single royal studding sail, and with that keep her station. On this voyage the weather was favourable almost throughout, and we lost but *one* transport with artillery stores.

On returning from South America, there were 300 poor wounded and sick men put on board the Alexander transport, that ought never to have been allowed to sail, being well known to be in a leaky state. It came on to blow a gale on the passage home, and although she was observed to have a signal of distress flying, she was left to her fate, and not being able to carry sail, foundered, as I have already described. The mischief of having a bad description of vessels was always increased by the demand, when every sort of thing that could float was taken up. I conceive the failure of the expedition to the Scheldt to be entirely owing to this cause. The seizure of Cudsand would have insured its success; and the division that was to attack this place was embarked in a batch of small collier brigs from Sunderland and Newcastle, on account of their small draught of water. No person ever thought about the boats of these hookers, which, at the moment when required, were entirely incapable of performing the task of landing the men. A couple of dead pigs would have quite filled one of them.

When Buonaparte broke from his moorings at Elba, there was a general assembly in what Mr. Shandy calls the prize-fighting stage of Flanders, and every sort of thing was taken up. I had the pleasure of being stowed with my company in one of these, a schooner from Fowey, not much better than a manure barge. I could have hardly supposed such ignorance and timidity as were displayed by our skipper on this summer voyage from Cork until we made the Land's-end. Nothing could be greater than his alarm. She was strictly a coaster; and I do not think he had ever been out of sight of land before. The man was owner as well as navigator, and he looked to his craft with the devoted affection of a lover. This might have been increased by the charm of her flowing tresses—(there was grass a yard long over all the hull below water.) We were in tow most of the passage up the Channel, but even this did not console our skipper for being out of sight of land; and it was not until we again "hugged it" at Beachy Head that he recovered his equanimity. On anchoring off Ostend the tide had begun to fall, and our hooker being of light draught, was ordered to take one hundred men out of another transport, and we had two or three bumps alongside. In crossing the bar she struck twice or thrice; on both occasions the distraction of the man was quite ridiculous. He walked up and down the deck, wringing his hands, and calling out, "Oh, my poor brig—my poor brig!" while the only consolation he received was a general laugh from all his passengers.

I need hardly revert to the losses of transports bound to Quebec, where on an average one ship was lost every winter, often with every one on board, and those of ships plying between England and Passages when the Army was at the foot of the Pyrenees. Among other objections, in a military sense, I may class the population of these transports as being "neither fish nor flesh." By their contract, the sailors of the transports are obliged to assist at the landing or embarkation of an army; and are saved by that means from the impress; they are amenable to martial law, and the masters of the ships have the power to send them on board a man-of-war for irregularity; but when these men are on shore they are under no control, and may do in a great measure what they please. An officer who might watch them in *flagrante delicto* might punish them, but there is no person responsible for their conduct; and as long as they perform their duty well on board ship, the master troubles himself little what they do even afloat; their conduct must be very bad before the skipper will make up his mind to part with a good hand.

In this service, at all events, they have not the temptation of other merchant mariners, who make wrecks of their ships to do the underwriters; the transport owner is too regularly paid, with little to do, to leave room for speculations of that nature. The freedom thus allowed to the crews is almost always abused; and I have been able to trace most of the irregularities on foreign expeditions to these *irregulars*. I was on a court-martial in South America; five out of six of the civilian cases brought before it were the sailors of transports for petty larceny, assaults on females, and rows in the streets. It may also be supposed that, by the duties imposed on them, and part of the tenure by which they are free from impress, they are not overburthened with zeal. Many instances I have known of their skulking, but none so notorious as when they took advantage of the darkness of the night to evade their duty at Corunna, which I shall detail more at large in some papers on the Peninsula.

Having thus endeavoured to point out the objections as to danger, delay, and irregularity, in a military sense, that attend this service, I shall proceed to point out a few of the minor inconveniences the removal of which would be to render the change to King's ships highly beneficial to the Service and grateful to the feelings of the British officers, many of whom pass years of their lives on the blue waters, in their transits to and from our foreign possessions. Talking of *transports* it will be but fair to commence with the ladies, although I fear their transports connected with the subject are not those of love. Marshal Saxe—who, by the way, was made an egregious fool of by his mistress,—on being pressed by his friends to say why he did not marry, replied, "*Une femme n'est pas un meuble pour un soldat.*" I once knew a Lieut.-Colonel, who, when an officer of his regiment chose to marry, sent him to *Coventry* directly, and would never speak to him except on duty; and in some regiments a forfeiture to the mess was enforced on any man who gave up his bachelor's state. In spite, however, of "wise saws," prohibitions, and reflections on prudence, men will still continue to marry, and often not after the wisest. I will back the Navy and Army, at odds, against all the other professions together, for love-matches. A young fellow returns from some stupid garrison, gets

leave to go home, and at a country ball meets with an *angel*, falls fathom deep in love, but, recovering from the stunning effects of the first blow, he resumes his *pluck*, makes his advances in soldierlike fashion, and in due time the garrison capitulates.

Perhaps after the festivities of the wedding he has no spare cash for lodgings, and he may even be where such a thing is not to be had; to barracks then is the order of the day, and, since the transfer of that department to the Ordnance, a scientific calculation has been taken of the *inhabitive* capabilities of subalterns; it has been found that, single or married, a solitary room forms his proper *calibræ*, and to that he is restricted although there should be plenty of spare rooms vacant. The angel aforesaid, who previous to her marriage had just, in spinster's slang, *come out*, finds that the first thing she has to go into is a barrack-room. There are several people in England who have never seen the sea, and many more who have never *inspected* a barrack-room; but it is not difficult to bring it to the "mind's eye." It is in general a four-square apartment, with one door, and one or two windows, as the case may be—none of which are air-tight, and therefore very conducive to a free circulation, so much recommended by doctors. This hollow parallelepipedon would go nearly to show what the ancient philosophers said, that "nature abhorred a *vacuum*." Were it not for a wooden coal-box, that remains faithful to the fireside, and a deal table, with two oak chairs in the middle of the room, that seem placed there purposely for two amorous ensigns devoted to the same fair one, to make their last will and testament on, previous to settling the matter by mortal combat.

"Needs must when," &c.; therefore Benedick the married man sets about to make himself comfortable. The convenient broker is called in to furnish a carpet often trodden on; a chest of drawers comes forth, and mayhap a sofa, while the bed is put on its legs. If the husband has any taste in carpentry he sets to work to make three hanging bookshelves, on which are safely deposited the voluminous Rules and Regulations, the nineteen and odd manœuvres, the bugle-calls, a dog-eared Army-List, and a reticule and snuff-box; and when all these arrangements are completed, the "little god of love is sent to turn the spit, spit, spit," as the song goes.

Although this is not a splendid picture for a honey-moon, or any other moon, still the couple have got their *den* to themselves—it is for the time "their house, their castle," where no one can intrude, and they leave it with even some degree of regret when an order arrives to embark for the *antipodes*; the only slight unpleasant feeling is the broker's bill for hire, and an afterclap in the shape of barrack-damages, because a pet kitten scratched the plaster in play. The poor Mari is struck with mortal agony, well knowing the discomforts of a transport; but the lady at first does not seem to think it amiss; there is a fine airy-looking cabin, and all that sort of thing—but where are we to sleep? comes at last. In all this class of ships there is what is called a state-room, more properly a stale room, as the fresh air seems to have little chance of finding its way there. This superb affair is destined for the senior officers, and the rest must bundle as best they may. To *accommodate* the married people a screen is drawn across one or two berths, formed of either a piece of tarry sail cloth, or a square of drugget that

has done duty as a carpet; and behind this the bride has to dive as the only chance of privacy.

The very first voyage I ever made in company with the ladies, many years since, I recollect passing one of these screens; I do not remember whether it was composed of baize or "Padua serge, at half-a-crown an acre," but green it certainly was, when I heard a voice in dolorous accents, but with "a melodious twang" that left no doubt of its origin, exclaim, "Sellinger, hondy, I cannot drink this *say*—it makes me *say* sick." I heard afterwards that this was a damsel who had bolted from a boarding-school in Dublin, to "marry a soldier and carry his wallet," and it appeared clear that the Mari, whose Christian name was St. Leger, had been vainly endeavouring to inflict on his better half an infusion of souchong behind the scenes.

Women, from their sedentary habits, might be supposed well calculated for the confinement on board ship; and perhaps they are so under favourable circumstances. I have known the wives of several masters of ships remain on board a long time, apparently quite contented; and I recollect, when these things were allowed on board a man-of-war, that Captain P——'s wife, of the L——g, 74, was said to have remained on board with her husband, and without going ashore, for seven years; but in these cases the ladies "ruled the roast,"—there was no one to interfere with another; the case is quite different on board a transport: there almost all the actions are under view of every one; a person cannot read, write, or do anything, unless under the eyes of the whole community; this is all very *worrying*, produces uneasy feelings and bickerings about trifles that would appear ridiculous. I recollect in one voyage, the wife of the commanding officer seized on the filtering stone as her peculiar privilege, and wonderful was the discord that sprang from so pure an element as water; this unfortunate drip-stone was as bad as the apple of Paris; it was the subject of epigrams, bad puns, and inuendos, to the end of the chapter. Trifles of this kind under nervous excitement, are apt to swell into consequence, and lead to sundry *tracasseries*; the husbands take up their wives' view of the case, and *cliques* are formed that often lead to serious results; officers are put in arrest, and a duel or two have to be fought on landing.

A great deal of this would be avoided if the select vestry called the Transport Board, would only condescend to construct two or three pigeon-holes in their ships, they need not even be within the cabin; and if they were no larger than the condemned cells in Newgate, if they received light and air from small scuttles high up in the ship's side, they would be places of retreat and of comparative comfort to the wives of those officers who share their husbands' (I may call it) banishment. Some little resource might be furnished to break the tedium of these long voyages, the dullness and monotony of which I cannot give a better idea of than by quoting at the head of this article an extract from an ingenious author who has proposed substituting it for fire and brimstone as an eternal punishment.

There is I believe now the practice of victualling the officers by the skippers, but I have not heard how it answers. In my day an officer of each ship stood caterer—an office like that of the painter who tried to please everybody and pleased nobody, but which some were always ready to undertake, merely as giving them some employment. These

were functions I always eschewed, as I would as soon have beaten a drum at a fair as been manciple to three companies and head-quarters.

I should have now entered on the expense of the transport service, but find that too vast a subject for the present occasion. It is well known that every thing about the Army flourishes except itself; and that while all the sharks that surround it thrive and fatten, the source from whence they derive their nourishment insensibly wastes and diminishes. I shall, I hope, be able to show at some future time, when access has been had to documents for proof, and leisure is afforded for making extracts, that one-fourth of what might have been saved from Government contracts, among which those for the transport service stand in the foremost rank, would have formed, in perpetuity, a retiring fund for every deserving officer who had served his country faithfully for twenty years and upwards.

At present I must confine myself to a small scale of comparison, and hope that I shall not be accused of repeating myself when I again propose to show the difference between the transport of a regiment in the present mode, and that by which it might be done on board a ship-of-war, or, at least, a King's ship. This will differ in so far from that in my last paper, as the state of war and peace are contrasted, and that I have had further time to correct some of the items. While the particular ship, the name of which I mentioned, the *Venerable*, has been sold out of the service, which gives me a fresh *datum* to form my calculation on, the most embarrassing point to decide is that of the wear and tear of a ship such as I have described. Amongst the men-of-war that charge was of immense magnitude, amounting sometimes to 3*l.* per man per month; but then must be taken into the account the loss of masts, yards, &c., in chase, the anchorage often in open roadsteads, and being employed for months and months, without relief or intermission, *darning* the salt sea that waters the shore about Brest, Toulon, and Cadiz.

My hypothetical ship will have none of these dangers to encounter—and, in point of fact, will be three parts of the time quietly in harbour: therefore, I think I shall not be accused of allowing for that deterioration to which all things sublunary are liable, by putting down 4320*l.* a-year as the probable expense, being at the rate of 3*l.* per man per month.

In time of war, a regiment of 700 rank and file will have in addition about thirty officers and staff, and thirty serjeants. It is not always easy to find the tonnage of shipping so exactly as to be one-third more than the number of men, and credit is generally taken for a little extra tonnage; therefore, for the numbers I have stated above, it cannot be less than 1200 tons, or 1200*l.* per month.

As I have taken the *Venerable* as a *fancy* ship on which to build my theory, I may be excused from giving a short history of her. The *Venerable* was named after the ship that bore Lord Duncan's flag at Camperdown. She was launched in the early part of 1808, having been built by contract, with several other vessels of the same class, in private yards. This batch is quite notorious in the Navy, in which they have obtained the appropriate and emphatic name of the "Forty Thieves." After they were all completed and paid for, they were found to have been laid down on too small a scantling to compete with the

two-deck ships of our enemies, or rivals. They lost caste; got out of fashion; some of them, as the Dublin and Barham, have been transformed into frigates; and the rest laid up in ordinary, or sold.

The ship that bore the Admiral's flag in the second victory of the Revolutionary War, was unfortunately lost in trying to work out of Torbay in a gale at south-east. Venerable the second, on her first voyage (I think) took out Admiral Durham to Barbadoes; and on the way there was so fortunate as to capture, with the assistance only of the Cyane sloop, two French consort frigates—a proof that, at least, she was then “a good ‘un to go.” I recollect the ship afterwards at the mouth of the Scheldt, where she got ashore on one of the sand-banks, and was with difficulty saved. Afterwards, I do not think she was employed. I saw her in Portsmouth harbour, in 1815, lying alongside the President, American ship, and the latter (so-called) frigate was, at least, ten feet longer than our 74. There she has remained, in the language of Canning, “sleeping on her shadow,” until the present time, when she has been sold for the magnificent sum of 4700*l*. A ship of that class, with stores of all kinds, and guns, &c., on board, is reckoned worth, at least, 70,000*l*. Take off half for all the upholstery, and there will be 35,000*l*. for the hull. John Bull must, therefore, be proud of his bailiff, who obtains for part of his stock not quite one-seventh of its original cost.

The account will stand nearly thus:—

| | |
|---|--------------|
| For the hire of 1200 tons of shipping, at twenty shillings per ton per month, annually | £14,400 |
| For the King's ship— | |
| Pay of Lieutenant, or Master, to be brought up to that of Commander, added to his existing half-pay | £120 |
| Four passed Midshipmen, or Mates, at 50 <i>l</i> . each | 200 |
| Three Quartermasters, at 40 <i>l</i> . | 120 |
| Boatswain, and three Mates | 130 |
| Carpenter, and three do. | 130 |
| Sailmaker, and three do. | 130 |
| Gunner, and one do. | 70 |
| Clerk, or Purser | 40 |
| Steward to do. | 30 |
| Victualling of twenty-three officers and petty-officers, at 2 <i>l</i> . each per month | 1104 |
| 120 seamen, at 30 <i>s</i> . per month | 1920 |
| Victualling do. at 2 <i>l</i> . do. | 2840 |
| Wear and tear of the ship at 3 <i>l</i> . per man per month | 4320 |
| Interest on 4700 <i>l</i> ., the amount of sale of Venerable, at 4 per cent. | 188 |
| Assistant-Surgeon, and victualling | 100 |
| | <hr/> 11,442 |
| | <hr/> £2,958 |

Or, in round numbers, 3000*l*. a-year in favour of the King's ship as to expense, independent of safety, convenience, and dispatch.

To avoid the appearance of leaning towards my own side of the question, I have put in all the estimates for wages and victualling at the very highest rate they reached during the most expensive period of the late war; and, as I before said, the wear and tear will be the only disputable point. Still, I think I have allowed ample means for that purpose.

It would be superfluous to dwell on the advantages to the King's Service that would arise out of this arrangement: the mere gain in point of time at the commencement of a war is incalculable. I shall conclude, therefore, with the hope that a measure of this tendency, and, withal, adding so much to the comfort and safety of the officer and soldier, may be carried into effect on some day not far distant.

W.

P.S.—Since the foregoing was written, I have seen some comments in a well-conducted weekly military paper, (the "Naval and Military Gazette") on the subject of my first communication. It is in a friendly spirit; and seems only, in the first instance, to object to my having placed the number of seamen at too low a rate. I have, in this paper, however, raised my estimate some degree, viz.—to 120 seamen. These, with 180 soldiers constantly on deck, I conceived sufficient for the navigation of a ship of this class, fitted with the masts and rigging of a frigate, without any artillery duty to perform. But the writer points out that a ship of this class may be employed in other services after the troops are landed, such as conveyance of stores, &c. This I will at once admit; and would certainly never think of disputing a point about the numbers (the principal once admitted), whether they should be 120 or 180; but so far I should think it advisable, according to my own project, to keep the ship's company below 200 men, as not conveying the immediate inference of an officer of higher rank to command than a Lieutenant, or Master, with the pay of Commander.

It would appear that no doubt exists of the advantages of the change of system, if we could only get rid of the difficulties about the discipline. Surely these are not insuperable: the Articles of War for the two Services are not like the so-called laws of the Medes and Persians, irrevocable; they have, however, remained a long time unchanged. But does this arise from their being supposed perfect, or the indifference of the legislators about the matter? I should say the latter. Both these Mutiny Bills pass every year as regularly as the Speaker takes the chair, without any other notice of their provisions than if they were the regulations of a smoking club, or the rules of a billiard table. A grumbling speech as to the expense is always forthcoming, and a "flare-up" is annually made about flogging; but how the laws act on the constitution of one Service, or how they bear reciprocally on the other, no one seems to give themselves the least trouble about.

These points may be brought in time to some consideration; and in concluding my remarks on the subject, I may add, that one of my leading objects was to open some prospect, not only of future advancement, but present bread, to a class of persons, the worst treated, I will venture to say, of the public service, either here or in any country—I mean the passed Midshipmen and Mates, thrown out in the world, and even deprived of hope, the last refuge of the miserable.

PETER PIVOT'S LETTERS FROM NEW BRUNSWICK TO HIS FRIENDS
AT THE DEPÔT.

No. I.

I PROMISED to prepare you for your tour of duty in this province, by some description of the country, and its natives; and I now commence my task with the comfortable assurance, that I run little risk of telling a twice-told tale, the picturesque banks of the St. John being, I firmly believe, less generally known in England, than those of the Niger or Surinam. You may remember our fruitless hunt through the book-stalls of London, for books of information on this part of British North America: and you may remember, too, the story of the officer who, under similar circumstances, went some years ago to the regimental agent to make inquiries relative to the geographical position of New Brunswick, to which his regiment had been ordered, and received the pleasing intelligence that it was believed to be situated somewhere in the heart of Germany: this however is an old story, and our Transatlantic Colonies have now attained a value and importance which must render a fair account of any portion of them acceptable, especially to those who are liable to be called upon to visit them professionally.

I shall offer, therefore, no apology for the length or number of my letters, but like an active scout endeavour to collect every information that may be useful to you in your approaching campaign in North America; which may prove a peaceful one or otherwise, just according to the measures which our rulers may adopt at the present crisis of Canadian affairs. Our military position, offensive and defensive, on this side of the Atlantic, daily assumes a more important aspect. In Canada we have a turbulent and dangerous faction to control, and we have a powerful and enterprising neighbour to observe, with whom, if we would live in peace, we must be prepared for war.

The seventh week of a tedious passage from England had already elapsed, when the cheering cry of "land" resounded through the ship, and every eye was immediately turned in the direction indicated by the top-man, who had proclaimed the joyful tidings. The land we had descried appeared at first to be of considerable elevation, but it fell almost to the level of the sea, as we approached it, and it was not until we had run a distance of nearly thirty miles, that we found ourselves abreast of the Seal Islands off the coast of Nova Scotia, and at the entrance of the Bay of Fundy. It was one of those soft balmy autumnal days peculiar to America, with the atmosphere in the most favourable state for exhibiting the wonders of refraction, and we had in fact seen what sailors term the "loom" or shadow, of the land long before we actually saw the land itself. As we proceeded along the coast the ocular illusions increased in novelty and beauty: off Cape Fourchuë, spires, domes, and palaces seemed to rise before us—hillocks were metamorphosed into mountains, the ragged pine into a lofty pyramid, and the clumps of stunted firs and bushes along the shore assumed the forms of villages and towns. Here a majestic arch was seen suspended in mid

air—there a bastioned fort reared its battlements into the clouds :—in a thousand varied and fantastic shapes, these light and evanescent creations of ærial architecture were observed fleeting before us almost as soon as they were formed. I am aware that in other parts of the globe these atmospheric phenomena are of every-day occurrence, and of a description much more wonderful and brilliant than any which are witnessed in these latitudes. At the Mauritius, ships are sometimes seen at an incredible distance, sailing as it were in the clouds; while in Egypt, as is well known, the effects of the mirage suspended unnecessarily, if not unfortunately, the movement of the British Army under Sir Ralph Abercromby upon Alexandria.

On approaching the city a vast lake seemed to intervene between it and the advancing column; the French videttes appeared to be standing up to their saddle-girths in water; and unprovided with maps, or local knowledge sufficiently accurate to dispel the optical deception, the army halted, to receive and gain that battle, which gave so glorious an earnest of what British soldiers could achieve: and which proved to paralysed Europe that the armies of France, whatever title they might arrogantly assume, were not in reality “invincible.”

The low woody islands, at the entrance of the bay, are small and of no importance, but at some distance further up, the fine Island of Grand Manan, fourteen miles in length, and seven in breadth, rises boldly from the water, and stands like a second Malta, to command this inland sea. It is well timbered, and its position, fisheries and soil, mark it as a place of future consequence; but with the exception of one or two cleared spots, it is at present an uninhabited and unprofitable wilderness. In the hands of the Americans, it would speedily assume a very different aspect. The prevalence of fogs constitutes the chief impediment to the free and safe navigation of the bay, and in no part of the world, the banks of Newfoundland alone perhaps excepted, are they more dense or frequent. In a narrow sea containing numerous islands with dangerous shoals and ledges, running in many places a great distance from the land, these fogs are certainly a serious evil; but the sister provinces of Nova Scotia and New Brunswick have already done so much in the erection of light-houses and fog bells, that there are probably as few losses by shipwreck sustained here, as on any other part of the American coast.

In sailing up the bay we found it covered with a numerous fleet of American fishing craft. These vessels have each from ten to twelve men on board, and the rapidity with which they took the mackerel with the hand line, while from our own ship we could not raise a fin, was quite provoking; a good day's fishing to a single vessel averages, as we were told, forty barrels of fish. By means of these fisheries, which by right belong to Great Britain, and by the judicious employment of national resources similar, but certainly not superior, to those of New Brunswick—the state of Maine, with a hard and arid soil, has raised herself to the rank of third maritime state of the Union, enriched her industrious and enterprising citizens, and formed an excellent nursery for the commercial and warlike navy of the Republic. This too, while our colonists look supinely on, and see their riches carried from their shores. It is galling enough to reflect that this lucrative branch of

traffic should thus, from want of capital, industry, or population, be lost to the British provinces.

The Nova Scotian, or New Brunswicker, is in no respect inferior to his neighbour of the adjoining state, but until stimulated and encouraged by the influx of capital, and the wholesome tide of well-regulated emigration from the mother country, it were vain to hope that the fishermen of these provinces can compete with rivals whose means and resources are so much superior. Our government, too, must no longer view with indifference the encroachments of the Americans upon our coast and fishing grounds; our fisheries must be watched with vigilance, and protected with firmness, before they can become a source of our colonial prosperity: then, and not before, will men embark in the trade with confidence, and prosecute it with success. As population increases, so will the demand for the produce of this branch of industry; the division of labour will become better understood: the present amphibious race of half farmers, half boatmen, will become extinct, and a race of skilful and hardy fishermen will spring up in its stead.

It was late in the day before the city of St. John became distinctly visible; it is built upon a sloping rocky eminence, shut in by a back ground of broken hills, covered with scraggy spruce-trees—no very attractive picture you will say, but grateful enough to eyes which had so long rested upon an interminable ocean.

The best part of the town, situated at the bottom of the declivity, was still hid from our view, and as the tide was running out when we approached the haven, we had to pass the night at anchor outside of Partridge Island, which shuts in the harbour from the sea.

My next will give you some idea of this city, which, like all Transatlantic towns, has sprung up like a mushroom; till then, Adieu.

No. II.

There are, you may be assured, worse stations than New Brunswick, and the following description of its principal town, will, I hope, satisfy you that we are not yet condemned to the society of the backwoodsman or red Indian.

The city of St. John is built upon a plan too extensive for its present population, which does not exceed fourteen or fifteen thousand souls. It is laid out with great regularity, the streets crossing each other at right angles, with embryo squares, and every requisite for future extension to a size and grandeur commensurate with its prospective importance as the chief sea-port and commercial capital of a country just emerging from a state of infancy. There is little in the first aspect of the place to remind the stranger that he has landed in the new world. The quays and wharves, thronged with numerous vessels loading and unloading, present the same busy scene that we are accustomed to in an English sea-port; the same language meets the ear—the same costumes the eye, and every thing appears so perfectly English, that one almost starts in coming upon a prostrate group of squalid Indians sunning themselves in listless apathy, the men stupid with rum, and the poor squaws, with their meek and placid countenances, expressing neither

sorrow nor shame at the present fallen condition of their once proud and warlike race.

The houses of St. John are for the most part built of wood, and little attention has been paid in their construction to architectural beauty; they are, however, almost invariably painted of a light and cheerful colour; and they have a cleanly and agreeable appearance, much more pleasing to the eye than the more modern and pretending buildings of dull stone, or glaring brick, which are fast springing up in all parts of the town. The public buildings are the barracks, fronting the Bay of Fundy, at the lower extremity of the harbour, and capable of containing about four hundred men; a marine hospital, jail, and poor-house; and in Queen's Square, there is a handsome new court-house, which, when provided with its intended portico, will be highly ornamental to the place. There are, moreover, churches, chapels, schools, and banks, sufficient for the wants of the community; and the city is governed by a mayor and aldermen, annually chosen; the first by the provincial executive, and the latter by the suffrages of the citizens.

The harbour enjoys great natural advantages. It is open and of easy access at all seasons, and ships of the largest class may ride in safety in any weather; while the great rise and fall of the tides afford every advantage and convenience that could be desired at a naval station.

Situated at the mouth of a great river, few places enjoy greater commercial advantages than St. John. The immense forests of the country afford an inexhaustible supply of timber, which, under the protection of wise laws and regulations, will long enable New Brunswick to carry on a valuable and important trade with England; giving employment to a great number of British vessels; insuring the consumption in the province of vast quantities of British goods and manufactures, and supporting one of the best and largest nurseries of our fleet. Interests such as these should not be lightly sacrificed, and our dock-yards rendered wholly dependent for their future supplies of timber upon a foreign market, which, at any moment, and in the moment of our greatest need, may be shut against us.

Ship-building is also briskly carried on at this place, and large ships of six and even eight hundred tons are constantly to be seen upon the stocks; while saw-mills in full activity upon all the numerous streams and rivers of the province, give evidence of a flourishing and increasing trade, which it would be an act of political suicide in any government to destroy. The junction of the Gulf of St. Lawrence to the Bay of Fundy, by a canal across the narrow isthmus of Bay Verte, has long been contemplated, and the formation of a company has been lately spoken of, to effect the same object by the less expensive although less effectual means of a rail-road, which would undoubtedly add largely to the prosperity of the city, by opening new sources of enterprise and industry, in the inter-colonial traffic that would necessarily ensue with the Canadian provinces. St. John, under such circumstances, might readily become an entrepôt between the Canadas and the West Indies, where the products of each might be warehoused and exchanged; and with the prolific fisheries upon the gulf shore, added to those of the Bay of Fundy, there is nothing to hinder the North American provinces from supplying the West Indies with almost every article which they now import from other quarters.

The streets of a town, situated as this is on the side of a rocky hill, have necessarily been made at great expense, and they are still a heavy drain upon the municipal funds. Much has already been done for their improvement, and a few years more will, no doubt, complete the work so well begun. In its present stage, however, the effects of the march of improvement are rather singular. Where the levelling process is in progress one house may be seen propped up in the air, while another is half buried in the earth; but in neither case is the mischief very great: the light frame-work of the one is easily supported, until the void beneath has been converted into an additional floor; while, in the other case, the building only suffers by having that part which was once level with the street converted into a snug underground story. In America we think nothing of altering, new modelling, or even moving our houses, and I have more than once encountered, in my morning's ride, a very respectable edifice moving along on runners, at the rate of two or three miles an hour. There is, on the whole, much to excite astonishment as well as pleasure in the appearance of this thriving city, with its large and busy population, occupying a situation where, little more than fifty years ago, a few fishermen's huts alone were seen. Its rise has been rapid, and its future prospects are encouraging: no position could be better chosen for foreign trade and inland traffic, and both will rapidly increase as the fertile lands in the interior are reclaimed from waste to usefulness, by the exertions of the emigrant. The pennyless pioneer, who leads the way into the wilderness, and with his axe clears a lonely spot in the bosom of the forest, forms a nucleus upon which settlement and cultivation will speedily expand; and there is no protection or encouragement which a government desirous of promoting the interests of the country should withhold from him.

I had scarcely landed, however, before I was made painfully aware that the class of emigrants which arrives here, is not unfrequently of the worst description. Instead of a pure and wholesome influx of young, healthy, and industrious emigrants, bringing new life and vigour to the province—a foul and turbid stream of aged, diseased, or vagrant paupers, has, year after year, inundated the land, burthening the community they should have assisted by their labour: and among them—my cheek warms and my heart sickens while I write it—we have too often seen the deluded and worn-out commuted pensioner, sent forth with his broken constitution, and improvident habits, to beggary and starvation in the colonies. Let us hope, however, that the regulation under which this cruel experiment was tried, is at length obsolete, and that the scanty pittance of the veteran will no longer be exposed to sale or barter for the sake of effecting a paltry reduction in the pension-list.

I would not be understood by these remarks as discouraging emigration to a country which undoubtedly presents a broad and fertile field for settlement, and where the robust and steady emigrant may certainly attain a comfortable independence by industry and exertion. I have often wished that some encouragement in the shape of land were held out to the deserving soldier. It is very true that our military settlements have hitherto, from causes not difficult to explain, proved any thing but prosperous; but the question of emigration, generally—one of the most important to a country such as England—appears to be

entirely laid aside as unproductive of any practical advantage in a national point of view ; and the only result of the reports of the numerous commissioners who have been sent to inquire into the subject, seems to have been, to persuade the Government to abstain from further interference in it ; yet the facts of the case remain unchanged.

In New Brunswick alone, there are at least ten millions of acres susceptible of cultivation, within three weeks' sail of England, and there are millions of half-starving Irish in the sister-island ! And why should not the well-conducted soldier, who serves ten years in these provinces, have the option of a small grant, or of serving longer for his pension. I know of no warrant which could issue from the War-Office, likely to operate more beneficially upon the *morale* of our troops in North America, or to go further in correcting those evils which attach peculiarly to the North American station. After ten years' colonial service ~~most~~ soldiers have done their work, and this fact alone proves, that some modification in the terms of his engagement might be beneficially adopted. Enlistment for life is, under existing regulations, nearly nominal, but is a bug-bear that deters a superior class from serving. Why not then abandon it ? The composition and conduct of the troops could not fail to be improved by the change. But I forget that these are points unconnected with New Brunswick—so, “ *revenons à nos moutons.*”

The country immediately around St. John is bleak enough, but not without some claim to notice ; indeed the Falls, alone, situated close to the town, with the wild scenery around them, ought, in the eyes of a European at least, to redeem the vicinity from the charge of tameness. We look in vain, indeed, for an embouchure corresponding with the idea we have formed of the noble river, which here empties itself into the sea : pent up within a ledge of rocks, nearly dry at low water, its communication with the ocean is wholly dependent on the tides, which flow sufficiently high, however, to enable large vessels to pass the obstruction at high-water, and it is only at half-ebb that the fall can be seen to advantage, when the returning waters, dashing over the rocky barrier, sweep swiftly past the city, with the white foam sailing gaily on the surface, as if rejoicing in their recent escapé from bondage. The ground around the falls rises abruptly from the water in bold and rugged cliffs, clothed to the very summit with brushwood. The gorge below is spanned by a wooden suspension bridge of dizzy elevation. The perpendicular height of the fall does not probably exceed fifteen feet, but the body of water which dashes over it is very large, and no one, I think, can view unmoved this last leap of the St. John in its long and broken progress to the sea.

**ANECDOTES IN THE LIFE OF THE LATE MAJOR JOHNSTONE,
OF THE RIFLE BRIGADE.**

BY A BROTHER OFFICER.

IN days of yore, when might gave right, and the merits of men were measured by their swords, there were few Scottish Border names more to be dreaded than the Johnstone's of Annandale. Well might the neighbouring chieftains have said with he of Norham—

“ St. George ! a stirring life they lead
That have such neighbours near ; ”

for their friendship was confined to the tribe, and woe to the Maxwell, his man-servant, his maid-servant, his ox, his ass, or any thing that was his, when his luckless lot had left him at their mercy ! Like every sword in this happy land, their's has long become their country's, and from the rude hands of former days descended through successive generations to be wielded by others whose actions have been bright as its polished blade ; but among all that have passed of that warlike race, there lived not a better or a rarer than he whose life these pages record ; and albeit he now lies “ in the deep bosom of the ocean buried,” that boundless sepulchre holds not one whose memory is more honoured !

William Johnstone, the subject of the present memoir, was a native of Dumfriesshire, where his father, in addition to a small landed property (which had been in the family for ages), rented extensive store-farms, on one of which, on the 21st of August 1782, our hero first saw the light ; and as he afterwards proved to be the rich inheritor of every honourable attribute, from the refined to “ the devil may care,” I may add, that then and there was born a soldier and a very singular man !

Of Johnstone's early life I know little. He was first appointed to the 52nd Light Infantry, as an Ensign, in 1805 ; and in the year following was transferred to the Rifle Brigade as Lieutenant : from which period I commence this brief outline of his amusing history. His military claims to the notice of the public are founded upon his having been an unusually large partaker in all the perils and the glories of his day : commencing with the expedition to Copenhagen under Lord Cathcart ; followed by the battles of Roliça and Vimiero, under Sir Arthur Wellesley ; the Corunna retreat, under Sir John Moore ; and, subsequently, in nearly all the battles, great and small, in the Peninsula, under the Duke of Wellington ; winding up at Quatre Bras and Waterloo, in both of which he was wounded. His other claims (of which that already mentioned forms but an item) will be best illustrated by a few characteristic anecdotes.

Johnstone was framed for toil and activity, and with a mind active as his person he was never idle. He was a deep reader, a deep thinker, and a tremendous and fearless talker ! Fixed and uncompromising in every just and honourable principle, he was one who could and would set the opinions of the world at defiance whenever it was his will and pleasure so to do. He had chalked out a line for himself, and taken his text from the Miller of Dee—

“ I care for nobody—no not I,
If nobody cares for me ; ”

and he could, therefore, say and do things with impunity which few dare venture on.

He possessed more of the milk of human kindness than usually falls to the lot of humanity; but as if he deemed it a weakness, he endeavoured to cloak it under an uncouth garb, and by assuming a roughness of manner which eventually became habitual, he succeeded tolerably well; but it required only a short scrutiny on the part of any ordinary observer to separate the dross from the ore, and see him shine in all his native worth.

One of the most amiable features in his character was the admirable example which he was at all times ready to show, at any personal sacrifice, to the junior officers. His own means were ample for his wants, and he was no niggard; but if ever he heard a youngster complaining of the impossibility of living within bounds, he would immediately demand—"What the devil, Sir, can you possibly make with your money?" The youth would most probably say, that he paid so much for his dinner, and two shillings or half-a-crown for his breakfast. "Half-a-crown for your breakfast! come to me every morning, and you shall have the best breakfast that you ever had in your life for half a sixpence!" If the offer was accepted, Johnstone would immediately reduce his usual fare to the occasion, and the first day treat his boarder with porridge and milk, while the next, by way of a luxury, he would probably indulge him with a cup of tea or a red herring! He often went on that system for months together, and I never once knew him change until the other had voluntarily withdrawn himself! He was liberal to a degree, and would at any time give all that he could spare to relieve distress; but in cases of the nature just mentioned, he knew that to give money was to give "trash,"—whereas to teach economical habits was indeed making a present of a purse that was likely to be lasting.

All his notions of charity were after the same order. Seeing me one day give sixpence to an old woman behind a fruit-stall, he said—"I suppose you think you did a charitable thing just now—did you? If you had taken the value of it in fruit, it would have been; but you have taught her that it is more profitable to beg than to work, and as she may not meet with such a d—d fool as you every day, she will eventually starve!"

Of all Johnstone's charities and eccentricities, however, the greatest and most extraordinary was in the taste which he evinced for the fair sex, of which he was a devoted admirer; for during an intimacy of many, many years, I have rarely known him show any particular partiality to one that was at all likely to attract the notice of anybody else! No woman can be ugly; but if there happened to be any one more so than another, she was invariably the object of his admiration and attentions; if she was fortunate enough to have a distorted feature or a screwed frame, it enhanced her value in his eyes exceedingly, while a lame leg was deemed irresistible, and if that was not charity, I don't know what is!

He was fond of argument, in which he was ingenious, and as in every thing else, excessively eccentric. It mattered not which side he took; he supported it with all the earnestness of conviction, and in no measured manner either of gesture or language—which, to a superficial

observer, gave to his character an appearance of instability; but those who were disposed to read deeper, could readily trace it to his insatiable thirst for knowledge, a fact which never failed to be shown at the next meeting of the parties, by finding that Johnstone had taken forcible possession of every one of his adversary's former arguments that were worth having!

Conscious in his internal rectitude, as already mentioned, he despised appearances, and often carried his arguments, to the most absurd extremes. I knew him, in Ireland, engaged for a length of time in a nocturnal controversy with a parish priest, in espousing the cause of Milton's hero, against the Catholic creed; and when we eventually marched, after a few months, I asked how matters stood between them? "Egad," said he, "I don't know; but I think I had the best of it!"

His social and amusing qualities made him exceedingly *recherché* wherever he went. As a proof, I may state, that when he was quartered in the north of Ireland, the scion of a noble house in the neighbourhood (no matter if he had entertained a party at home) was in the nightly habit of leaving his princely mansion for an hour's enjoyment at Johnstone's merry fireside, and in lieu of his bed of down to occupy a shake-down on the barrack floor!

He was quite a martyr to his passion for music, and at one time played the violin with considerable taste and execution; but when his arm got shattered at Badajos, and rendered him dependent on others for that species of food, he would often, when in detached quarters, where nothing better was to be had, invite some old village fiddler to his room; and while the old fellow plied his bow, Johnstone would listen with the greatest delight, plying him with grog until the performer had nearly ceased to distinguish whether he played a fiddle or a French horn!

He was doatingly fond of children, and always had some soldier's little imp amusing itself in his room, while engaged in his other avocations. The same may be said of him in behalf of almost every living thing. He trained and kept hawks, which was perhaps his most favourite field pursuit; but independent of these and other regular travelling companions, such as dogs, horses, &c., his barrack apartments became a regular menagerie whenever we remained long enough in any one place to enable him to make a collection—bears, badgers, wolves, foxes, crows, quails, &c., &c., were placed on the roll of his establishment as surely as they were offered. The last of his foxes, I remember, was kept at Newcastle, in the county of Limerick; he was a funny fellow, and his memory is entitled to a place in his master's history. He had the range of a back-yard, with a gate to it; but as the aperture underneath was too small for his admission, he sought and obtained a free passage through the door used by the soldiers. By and by the neighbouring hen-holders began to discover that they were parting with their chickens almost before they were hatched, at a most unprofitable rate, and they therefore became clamorous with complaints against everybody; but as they had nothing to allege against anybody in particular, the fowls, of course, were taken by nobody, but seemed to be disappearing by some process of self-consumption. The fox was a bright fellow of his species, and knew that to take a turkey through a barrack-room would be a most unprofitable speculation for him, but had sagacity enough to discover that though the aperture under

the gate was too small for himself, it was yet open enough for his commodities, so that, whatever he took, he thrust beneath it, while he himself went round the usual way to reap the fruits of his labours. Poor Renard went once too often! He was dealing with a goose—he thrust the head under the gateway, and, as usual, went round to welcome him home, but while he took hold of the neck on one side of the gate, the goose's mistress took hold of the feet on the other! They had a regular scramble for it, which ended in Renard's conviction, and he was turned adrift with the wide world before him!

As a politician, Johnstone was the most ultra of all ultra-Tories, and to the day of his death, had not forgiven the passers of the catholic emancipation bill. Many of his warmest friends and greatest favourites were Irish, but as a nation he held them cheap, and made no secret of his opinions. With a keen appetite for drollery, the commencement of his sojourn in that country was enlivened by a succession of occurrences similar to that which marked his approach to it, namely, a vessel at anchor with her crew engaged in a general action upon the deck, no two of which appeared to be on any one side, but each fighting on his private account. On rounding the stern of this *war-ship* we found that she (as an Irish one) was appropriately named the *Harmony* of Dundalk!

He used all anecdotes of that kind, with an unsparing hand, in good-natured argument against the native officers; but after a while, when Captain Rock's war in the south of Ireland (1822) called him to the scene of action, his loud-tongued battery, unhappily for that part of the world, got but too well supplied with more solid shot—for a country in such a state of demoralization, as it then was, it is scarcely possible to conceive. He had hitherto indulged in many a laugh at the expense of the Irish, but they furnished one against him at that period, which continued to be a standing one as long as he lived. Seizing arms was then the order of the day among the peasantry, and as they succeeded in stealing his sword, under particular circumstances, it was a sort of professional affront which was not calculated to make him view their failings in the most charitable light. As the fact appeared in the newspapers of the day I shall give the particulars.

Johnstone had been ordered with his company to occupy the little town of Ballingarry—he travelled in a gig at the head of his men, with his sword carelessly stuck in the splash-board. When he arrived within half-a-mile of his destination, he had got a little a-head and just out of sight of the soldiers, when he found a regular "broth of a boy," walking alongside of him, who protested that he "was mighty glad to see such a gentleman coming to take care of us in these troublesome times," and adding, "I perceive your honour's armed," he seized the handle of the sword, which lay so invitingly within his reach, drew it from the scabbard, bounded over the ditch, and went across the fields like a hare! It was a hopeless case—for to follow the sword was to leave his horse and gig to take a gallop also without leave (as there were several peasants near who were watching his motions)—so that he was obliged to submit to the joke with the best grace he could; and as a proof that it required some moral courage to enable him to do so with any grace at all, I may mention that in dining with his old companions in arms, the 49th, a few days after, the cloth was no sooner

removed than the band was heard approaching playing the dead-march in Saul : they presently entered the mess-room, and marched round the table—the chief mourner in the solemn procession was Johnstone's empty scabbard covered with crape ! Had the same accident happened to any one else, it would probably have passed unnoticed ; but to him, of all men in the world, whose vigilant and punctilious observance of every military duty was proverbial, to be robbed at the head of his company, by a species of animal which he had long been in the habit of speaking of, with the most sovereign contempt, was held too rich a joke to be suffered to die !

To return from his pastimes to his professional habits. It may truly be said of Johnstone, as a soldier, that he was one who “ had the will to do, the soul to dare, and the hand to execute ;” for alike to him was the breach or the ball-room—alike the dish of turtle or the mess of oatmeal ; for while he had taste enough to prefer the best, he was yet as much at home with one as the other, when either necessity or circumstances required it.

On actual service he used to “ rough it” in the roughest sense of the word, for if comforts did not come to him, he never went in search of them. Officers, however, who were more provident, had reason to beware how they tempted Providence by wantonly placing theirs within his reach. On one occasion, after Talavera, when there was, from necessity, a sort of general fast throughout the army, one officer of ours, more fortunate than the rest, seeing Johnstone passing his door one day, called out, “ Come here, you hungry fellow, and I'll show you something that will do you good to look at !” And on the other's entering, he showed him a beautiful roasted leg of mutton lying before the fire, all ready for the table, and adding, “ Now come here, Sir, and I'll show you a proper table for such a dish to be eaten on.” He entered the passage leading to the inner apartment, when Johnstone, observing a messmate of his own, outside the window, snatched up the joint and passed it out to him, while he himself walked in to admire the other preparations ; but making short work of his visit, he hurried home, and it is scarcely necessary to add, that before the legal owner could take any steps for the recovery of the mutton, there was nothing but the bone recoverable. It was like to have proved a fatal morsel to one of them, for in such times it was not every one who had an *appetite* for such a joke !

I have already said that Johnstone was present in almost every battle during the late war in which his active corps was engaged, but in detailing the services of officers whose duties confined them to the ranks, the descriptions must generally be limited to the battles' names, for be he bold as David, he rarely has an opportunity of showing more of it than does the soldier on either side of him. Such opportunities, however, do sometimes occur, and Johnstone by seizing them as they flew, gathered a share of laurels for his brow, which rarely falls to one of his rank

As a Lieutenant, he had the good fortune to command one of the four companies of the Rifle Brigade, which, under Sir Sidney Beckwith, at the Pass of Barba del Puerco on the 19th of March, 1810, so gallantly repulsed six hundred chosen French troops, who attempted to surprise them at midnight.

On the 19th of January, 1812, he was one of the officers who volunteered and led the stormers at the taking of Ciudad Rodrigo, and was fortunate enough to come out unscathed, although one of the first to enter that deadly pass.

At the storming of Badajoz on the 6th of April, 1812, his name again stood on the list of volunteers for the forlorn hope, but as it was claimed by a senior officer of the division, he was obliged to limit his expectations to one of the posts of honour with the storming party. Sir Andrew Barnard, however, who commanded the light division, knowing how peculiarly well qualified he was for desperate enterprise, assigned him a post in front of the forlorn hope, in the command of a party carrying ropes prepared with nooses to throw over the sword-blades which formed the *chevaux-de-frise*, in the hope of being able to displace it, by dragging it down the breach, but Johnstone and all of his party were stricken down before they got within throwing distance. His appearance next morning is thus described by a brother officer, Capt. Kincaid, in "Random Shots from a Rifleman."—Page 287 :—"The first tent that I entered was Johnstone's—with his shattered arm bandaged, he was lying fast asleep, and coupling his appearance, with the daring duty he had been called on to perform but a few hours before, in front of the forlorn hope, I thought that I had never set my eyes upon a nobler picture of a soldier! His whole appearance even in sleep, showed exactly as it had been in the execution of that duty! his splendid figure was so disposed as if he was taking the first step in the breach—his eyebrows were elevated—his nostrils still distended, and altogether he looked as if he would clutch the castle in his remaining hand! No one could have seen him at that moment, without saying—'There lies a hero!'"

As an officer Johnstone was very unfortunate, his services up to that period had been in the rank of a Lieutenant, and though he then succeeded to a Company, it was in the regular course of promotion, so that the daring deeds already mentioned literally availed him nothing.

I am one of those who allow no more credit to him who volunteers and executes a desperate service, than the man who had not the opportunity of so doing, but the former is nevertheless the proper object for promotion, for the post of honour is always offered to the seniors of the rank required, and if they decline, it goes to the next; so that the step (for promoted they ought to be,) would, in every instance, fall on the proper person, and the succession at the proper place in the list; and it is a disgrace to us as a military nation, that such a common act of justice and policy should have been refused, despised, and neglected; for of the many brilliant feats of that nature which immortalized our arms in the Peninsula, and gave to individual subaltern officers peculiar claims upon their country's gratitude, John Bull, or somebody for him, ought to blush to say how few received any recompense beyond an approving conscience. In the light division, which, to say the least of it, bore its share in every thing throughout that brilliant era, I only remember one of that class promoted for such services, (the present Colonel Gurwood), but I hope that other divisions were more fortunate!

Happily the publication of the Duke of Wellington's public correspondence of that period, has at length relieved the doubts of his admiring followers, if indeed they ever entertained any, as to his being at all times

feelingly ~~quite~~ to the interests of those under him; for we find him engaged in a continued series of remonstrances with the powers at home, for their inattention to his recommendations, and urging the claims of the deserving, in a manner alike honourable to him and to them; and those persons, particularly among our own countrymen, who take a pleasure in contrasting him disadvantageously as a Commander, with Buonaparte, would do well to take a view of the relative powers of the two. I pass over that which is the most harassing to the mind of a General—the provisioning and the finding of an Army, (in which we find the Duke as usual, shackled with all the difficulties of an honest man, while the other is aided by all the resources of a lawless one,) and come to that which constitutes the *esprit* of one, and is, or ought to be, the sole aim of every soldier—*honour and glory*!

Napoleon had the power of rewarding his followers with every honour, from the prince to the peasant—every grade from the Marshal's baton to the Drum-Major's stick—rank, honours, riches, were with him the prompt and certain recompense of brilliant deeds. What means were allowed the Duke of Wellington of attaching his soldiers to him, or exciting them to glory? What power had he of rewarding those same soldiers who were the conquerors of Napoleon's in every encounter, even when led by Princes who had risen from privates by their talents and their gallantry, and himself to crown the whole? Read the extent of it, my countrymen, in his own words, addressed in a letter of remonstrance to the military secretary of that day at the Horse Guards, and in which (taking all the odium of their neglect upon himself, feeling ashamed as he says, to let it be known among his followers how little was his means of serving them,) he adds, "*Though I command one of the largest Armies that ever left England, I have not the power of making a Corporal!*"

I ask, what man but the Duke of Wellington, under similar circumstances, could have led an Army through every difficulty and privation during so many consecutive campaigns, from one triumph to another, each more brilliant than the last, until he raised his country's name to a pinnacle of glory before unknown, and gave peace to the world? And I may ask too, what soldiers but British would have followed in his bright and thankless career? Others may worship their foreign favourites, but give me our own man!

To resume my memoir:—The severity of Johnstone's wound obliged him to go for a while to England, but he returned in time to share the triumphs at Tarbes and Toulouse.

The peace which followed gave a short respite to our arms, but when the trumpet of war again sounded in 1815, Johnstone was found at his post, with his blood again flowing, on the plains of Quatre Bras, on the 16th of June. His wound on that day, however, was not so severe as to oblige him to quit the field, and he had again the honour of shedding it yet more freely in the last, the greatest, and most glorious of his country's battles—Waterloo!

Johnstone was promoted to a Majority in 1829, and continued to serve until the 2nd of August 1831, when he retired on half-pay, with the intention of enjoying the slender fruits of his hard servitude in peace and quietness; but his active mind was ill-suited for a life of repose, and having been offered an appointment in the Colonial Magistracy, in

1833, he proceeded in that capacity to the Cape of Good Hope, where he continued to exercise the functions of his office in a manner which commanded the respect of every one, until December 1835, when he was attacked with a disease (enlargement of the heart), which proved fatal. I have been favoured, by one on the spot, with a characteristic sketch of his last illness. He was attended by a Dr. Osborne, to whose judicious and kind attentions he seems to have owed whatever ease and comfort it was possible for him to enjoy during the remainder of his brief career. When he began to feel that his days were numbered, he peremptorily asked the surgeon,—“Shall I live or die?” Dr. Osborne knowing his character, was candid, and told him that he could not possibly survive three months. Johnstone having at that moment an orange in his hand, chucked it to the ceiling, saying, “I don’t care *that* whether I live or die, there is but one thing lies heavy on my heart ~~and~~ would have died upon the battle-field like a soldier, and not in bed like an old woman!”

The Athol troop-ship being about to return to England, Johnstone embarked in her, I presume to kill time, until time should throw the expected dart at him. It came within the expected hour. After being a week at sea, on the 6th of April, 1836, the twenty-fourth anniversary of his greatest triumph (Badajos), his gallant soul took flight.

Well does his memory merit the tribute of every brother officer, and more especially of one who has been a sharer in most of his perils, his frolics, and his friendship—who, during many eventful years, has weighed him in the balance as an honest man and a soldier, and never yet found him wanting; and therefore deems that he was one who ought not to fill a nameless grave.

J. K.

SUGGESTIONS FOR THE DISCIPLINE, UNIFORM, MESSING, AND RECRUITING OF THE WEST INDIA REGIMENTS.

THE West India regiments are immediately to be augmented to 1500 men each. This at once establishes the fact of their “utility and economy,” and leads me to submit a few suggestions for their discipline, uniform, messing, and recruiting.

DISCIPLINE.

It will readily be allowed that the fewer movements and the least complicated they are that any soldiers are instructed in the better. This applies forcibly to the West India regiments, composed of wild untutored savages: to addle their brains with a series of difficult battalion movements, many of which, under any circumstances, they would never be called upon to perform—the formation of squares, for instance—teaching them to defend themselves against a force they will never encounter, is absurd. I would ask, when is it likely that cavalry will be in the West Indies? and of what use would they be there, unless dismounted? The men might as well be taught to skait, in the event of there being ice in the tropics, as to fritter away their time upon squares. Again, the tedious brigade movements. In what colony can a brigade be formed? I know of none except Barbadoes or Jamaica. True, some zealous officers, by clubbing a solitary half regiment of the line, a meagre company of the West India regiment, a fragment of artillerymen, and the Island Militia, have mustered a brigade; still it is hardly worth while to occupy the time of the soldiers that might be otherwise profitably employed in preparations for such brigading.

The West India regiments ought to be instructed chiefly in the light infantry exercise. This comes home to them; they comprehend the free and easy movements of such drill. It is only an improvement on their own system of warfare. Their powerful frames and iron constitutions defy the attacks of the tropic sun. Accustomed from infancy to ramble through their vast deserts with no covering but the canopy of heaven, the deadly night-dew has no effect upon them. Moderate in their habits, and of sober dispositions, the temptations of the country hold forth no charms for them. Their former mode of life—"with their hand against every man, and every man's hand against theirs"—has already initiated them into the leading features of the light-infantry exercise—quickness of eye and movement, vigilance against surprise, coolness and steadiness in firing, and an accuracy in trailing their enemy that can only be acquired by the children of the vast Zahara. A leaf turned, a twig broken, the pressure of the grass, fifty atoms, that would be overlooked or pass unheeded by a European eye, causes the wary savages to halt, and escape the ambuscade.

Another great advantage of the light-infantry exercise arises from performing the different motions by the sound of the bugle. The negro's ear is proverbial for its accuracy. They will rapidly be able to distinguish between the different calls, and execute at once what is required of them; whereas issuing the words of command in a language at the best but very imperfectly understood by them; nay, the very difference in the tone of the officer's voice, his clearness of articulation, his slow or rapid method of pronouncing, his careless or indifferent manner, all operate materially against them. Constant drilling in the firelock exercise will give them a facility of handling their muskets. This, with a few of the simplest and necessary battalion movements, and a precision and steadiness in the routine of their garrison duties, guard-mounting, relieving sentries, &c. &c., is all that is required to render the West India soldiers as efficient light troops as there are in any service; I care not what country they belong to.

UNIFORM.

If we want the West India regiments as light troops, we must alter at once the present uniform. The flaunting red coat with its white facings, the white accoutrements, must all vanish. For skirmishers a dark uniform and accoutrements are required; and again, as it is intended for the black troops to perform the drudgery of tropical service, the present dress is not suited for this purpose. The constant exposure to the sun will soon turn the scarlet jacket purple. Although no men, I fearlessly assert, have their uniform, appointments, and arms, in better order than the black troops, or will keep them longer so; still, the following changes would prove a great saving of expense and time, of wear and tear to the Service and to the men:—

Away with the puff and pipeclay; away with the white facings, wings, epaulettes, and tufts, that needlessly occupy the principal part of the men's time, in cleaning, brushing, and combing out; and relieve them of two of their most useless and irksome appendages, stocks and boots.

Let the West India regiments be clothed in dark green jackets with black facings; the collars bound and lined half way with patent leather. This will answer all the purposes and appearance of a stock, and at the same time suffer the men full liberty of moving their heads, instead of having a portable pillory round their necks. In lieu of the present blue let them have green cloth trowsers; the white drill will still answer for garrison-duty and parades. Substitute for the boots strong shoes, shaped in the soles like sandals, fastening with a buckle above the ankle, and having no upper leather from the toe to the instep, these will allow what the Africans delight in, perfect and unrestricted freedom for their toes; for no matter how old the soldier is, or what length of apprenticeship his feet may have served, when he has to walk any distance, and he can effect it, off

goes both stock and boots, and instead of hobbling along he accelerates his pace to the double time.

As a matter of course, the accoutrements will be changed to black. I believe this colour is found as economical as white. I know I saw appointments of the former that belonged to a Danish regiment that had been forty years in use, and were still in admirable preservation.

MESSING.

We have long pursued a very injudicious and mistaken system in messing our West India regiments, that is, in feeding the negroes as Englishmen, and giving them false appetites, instead of following as nearly as we can with consistency the simple and plain method they were habituated to. Thus we take men accustomed to the simplest and commonest food, and this in the smallest quantity, and we forthwith cram them with a certain weight of beef, pork, bread, vegetables, cacao, and soup, plunging them headlong into luxuries unknown to them, pampering them with a diet disagreeable to themselves, and creating a host of superficial wants hitherto unfelt by those unsophisticated savages. Why, we might as well place turtle soup, pilchards, calves-head hash, and Maintenon cutlets before a Yorkshire fike or a Cornish boor. It is very laughable and no doubt witty in Mr. Buckstone to write of the negro—

“He like rump-teak and oyster-sauce
Cause him so delightful.”

but it is poetically inaccurate, and displays an arrant ignorance of the African character. The negroes would not exchange a piece of salt-fish, dressed with lime-juice, pepper, and butter and a roasted yam or plantain, for the “best beefsteak and oyster-sauce” produced from the *cuisine* of the Garrick Club. From long and accurate observation I am convinced that they would prefer the whole of their rations of a different material from those now issued, and cooked according to their country-fashion; for if permission were granted to them, they would to a man exchange their present rations for salt-fish, butter, &c. The married men are always better satisfied, notwithstanding their “family jars,” than the single, because, as their wives draw their rations weekly, they barter them for food to form messes that suit their husbands’ palates and habits.

The physical strength of the men would not be diminished by a change of food; on the contrary, if possible, increased. Take the field negroes, and look at them; see the powerful muscle and Herculean strength displayed by them, and what is their diet? Salt-fish, plantains or yams, rice, and casada. Look at the peons of the Spanish Main—a race as tough, rigid, and impervious to disease as their own dried Tasso or Mulo flesh. Or instance the sepoy; they feed according to their country fashion, and what a body of men they are! But it is unnecessary to multiply examples. For a less sum than is at present expended by Government—I fancy about 1s. 2½d. for each man—a more nutritious, wholesome, and judicious ration could be procured for the African soldiers, of treble quantity, and of an infinitely preferred quality.

In proof, I instance the salt-pork ration, that forms the dinner three times in the week. This paltry ration is *nine* ounces in the raw state, and when boiled reduces to *four*—and this morsel of meat, this atom on the extremity of a fork, with a pint of pea-soup, is what the soldiers have for dinner; and on this they may fatten from four o’clock say Monday afternoon until eight o’clock Tuesday morning, when a pint of cacao and a pound of bread are ready for their breakfasts. They are allowed to purchase their own vegetables, and they may have a supper at their own expense; but the four ounces of boiled pork and the peas are alone issued by Government. I repeat, for a lesser sum than these scanty rations cost, a comfortable dinner and a substantial supper, with an addition to their breakfast, could be had for the black troops; and an easy and feasible

plan could be laid down to carry all this into effect, so that the serjeants, under the strict superintendence of their officers, would become the carterers for the men.

I am aware it would entail some additional trouble on the officers; but they are doomed to bear the heat and burden of the climate, and this they have hitherto done so willingly, unflinchingly, and steadily, that the advantage derived by the men will, in their minds, more than outweigh the personal labour or accumulated duty that may accrue to themselves.

RECRUITING.

The West India regiments are at present supplied with recruits from Africa; but a very simple method might be adopted which would save the expense of the *dépôt* at Sierra Leone, the loss of time and money, in conveying officers to and from that *dépôt*, and the large item for the transport of the recruits to the head-quarters of their regiments; the mortality of the officers at the "white man's grave" I take not into account—it is *la fortune de la guerre* to visit it, and why did they list? Let orders be sent to the Governors of all our Leeward Islands and colonies to allow the West India regiments to select whatever number of recruits they require from the negroes captured by our cruisers and brought to our islands, previous to their being sent to the Havannah. His Majesty's frigate *Vestal* brought a cargo of Africans into Grenada a few months ago. There were no means of sending them on to the Mixed Commission, as the slave-ship from which they were taken was not seaworthy; Major Chads, of the 1st West India Regiment, enlisted 112 able-bodied and clean-limbed recruits. Here at once is an opening. By a few such drafts the regiments would be completed without resorting to Africa; or if we must carry on the farce of going with our captured negroes to the Havannah, let the Mixed Commission have the power to allow the officers of the West India regiments stationed there to enlist volunteers from the liberated Africans. The Spaniards profess to give every facility to our recruiting at Cuba, but in reality throw every obstacle in the way. Who would place any confidence in Spanish truth? Who would pin their faith upon the sleeve of such a rotten and degenerate government? whose mendacity is proverbial, and in the present instance disgraceful even for a Spaniard.

We have for a long time supported a Navy to convey slaves to Cuba. The miserable Africans, after passing the humbug of the Mixed Commission, are sent into the interior of the island as apprentices—a precious mockery. There they are parcelled out to the different planters, who christen them Tom, Dick, or Harry, after some old slaves on their estates. Well, old Tom dies, but young Tom steps into his shoes, and by a base shuffle of the cards the apprentice is transformed into the slave. This is a startling fact, but it is one that bears the stamp of truth upon its colouring; and the following anecdote will further illustrate it.

Christmas-day, 1834, the Captain of the British cruiser — was disturbed from his beef and pudding with the report of a suspicious sail in sight. She was chased, taken, and turned out a Spanish slaver, with 360 negroes on board—a man nearly for every day in the year, and her destination the Havannah. Thither Captain Z. conveyed her, and the Mixed Commission went through the usual buffoonery. The old Spanish Governor received our officers with marked attention, and told Captain Z. "that his bowels of compassion were torn by this horrid slave trade;" but in the evening when the wine got into the heads of the Spanish A. D. C's. they declared that they had nearly laughed outright at the speech of the old Don and "his bowels of compassion," for that morning he received some hundred doubloons as a permit to land a cargo of slaves at an out-port, and the Bishop of Cuba as many more for putting them on the high road to heaven by making them Christians.

A few days afterwards, when walking through the Havannah, Captain Z.

observed a party of the crew of the captured slaver, which he supposed were, according to the decision of the Mixed Commission, snugly incarcerated in the Moro. He expressed his astonishment to a mercantile friend, and his answer was—"These are not your prize, Don José Marie Hernández, and so forth; but Don Gaspar Ebenexer, &c.:" the former died the day after their imprisonment, and were carried out to be—not buried, but re-christened; and they are now preparing for a fresh departure for the Coast of Guinea, under new names and papers. But the joke did not end here; for the Spaniards, with extraordinary liberality, pointed out to Captain Z. ten vessels in various stages of preparation for the African trade, and intimated they would be happy to encounter him on the other side of the broad Atlantic. This, of course, was the usual foreign bombast and blustering vanity of these garlic-devouring worthies—for plenty of sea-room and a swift pair of heels are their only safeguards. They calculate they could afford to lose every third vessel—but the average loss was only every tenth.

Before I conclude, having said so much about the men, perhaps I may, without being out of place, give a few statements concerning the officers of the West India regiments.

Banished for life from their native land—separated from their friends, their hearths, and the fondest associations of man—doomed to encounter the most unhealthy and noxious climates of the tropics, with no cheering hope of ever returning with their corps to England, and from the nature and constitution of their regiments obliged to undergo a drudgery in the Service that the officers of the Line are exempt from—with the sword hanging over their heads—the prospect of a visit "to the white man's grave,"—it will be supposed they have some recompense, some advantage to counterbalance those evils—a few, a *very few*, of which I have here enumerated.

I regret my answer must be—they have none. On the contrary, in pecuniary* way, they are not so well off as the officers of the Line. The Field Officers lose 20*l.*† per annum; and all the officers are deprived of the servant's allowance. Thus the Subalterns are curtailed in their pay 1*s.* 6*d.* per diem; the Captains, 3*s.*; the Majors, 4*s.* 4*d.*; the Lieutenant-Colonels, 4*s.* 6*d.*:—a very material item to men who have such scanty incomes. True, they are allowed to take servants from the ranks; but, of course, they are obliged to pay those servants from their own private resources: and this measure is fraught with every disadvantage to his Majesty's Service, as far as the soldier is concerned, and with dissatisfaction and discomfort to the officers‡.

Is this even-handed justice, or common equity—that the men who endure the heat and burden of the day for the entire twenty-four hours,

* The officers of the West India regiments have a less rate of pay than the officers of the Line, in the following proportion:—

| | | | | |
|----------------|------|----|---|------------|
| Field Officers | £102 | 2 | 6 | per annum. |
| Captains | 54 | 15 | 0 | " |
| Subalterns | 27 | 7 | 6 | " |

† Vide Warrant, 31st Dec. 1830, and 22nd July 1830.

| | | | |
|-----------------------------------|-----|----|---|
| ‡ A Field Officer's servants cost | £16 | 14 | 7 |
| A Captain's and Subaltern's | 12 | 3 | 4 |

This to be added to the loss by non-allowance.

§ The Jamaica people have an inveterate prejudice against Black troops. When the 2nd West India Regiment was quartered there, the Honourable House of Assembly refused to grant the officers of this corps the usual colonial allowance. I am at a loss to conjecture from whence this arises, unless these islanders still smart under the recollection of the numerous drubbings they received from the Maroon negroes—who, goaded by the cruelty and oppression of their inexorable task-masters, resorted to the mountain fastness, and on sundry occasions defeated the Calhaloo Generals and their militia quasi malicious forces.

should receive a less recompense than those who are only exposed to a temporary ~~scorching~~ from it for a passing moment?

The regiments of the Line are some nine years in the West Indies; and out of this their officers, at the utmost, some four or five: whereas the West India regiments are stationed there until Doomsday, and their officers pass the entire of their lives in the tropics, or perhaps are occasionally indulged with a trip to Sierra Leone.

But I mean not here to set forth any complaints, or bolster up a list of grievances. The officers of the 1st West India Regiment have never breathed a solitary murmur, or given utterance to a single growl; they have performed cheerfully and zealously their arduous duties, and they will continue to follow the same straightforward course they have hitherto pursued. The King has not sought them out and pressed them into his Service; but they solicited the honour of bearing his commission: and if they did not fulfil the important trusts committed to their charge, others can speedily be found who will. Besides, they feel, as long as the present noble Chief is at the head of the British Army, and as long as his talented right hand, "The Soldier's Friend," remains with him,—although absent, their just claims will always be carefully watched over and attended to, and, as on a late occasion, the promotion will follow in their regiment without favour or distinction, and with justice and certainty.

It would be ungrateful and ungenerous to let it be supposed that the officers of the 1st West India regiment have no representative in England to uphold their cause, and bring forward their claims when necessary—they have an able, uncompromising, and strenuous advocate in their Colonel, Major-General Sir Henry King, who has, on every occasion since his appointment to the corps, supported the interests of his officers, and, regardless of time or trouble, has left no stone unturned to secure the legitimate and rightful promotion in his regiment.

J. U. S. Club.

L. S. O'C.

THE BATTLE OF BUSACO AND THE THIRD DIVISION.

HAVING compared the following statements by Sir Henry King and Major Mackie respecting the two British brigades of the third division engaged in the battle of Busaco, with our own notes and recollections of that conflict, we are enabled, as far as our knowledge extends, to add our individual testimony to that of those competent witnesses.

The extreme difficulty of the historian's task has been frequently admitted and dwelt upon in our pages. The toils and perplexities of that invidious office are so evident, that the marvel is rather how any man can be found to undertake it and succeed, when the subjects are contemporaneous, than that failure or inaccuracy should be the result. In the description of battles, the general picture must be compounded of detached sketches taken from the limited views of individuals at particular points; and these fractional parts being necessarily imbued with the tone and bias, and dependent on the opportunities, of the spectator, increase the confusion of the artist by whom such ill-assorted elements must be combined into a harmonious whole. That he should often succeed is, we repeat, more surprising than that he should occasionally fail or offend.

The subject discussed by our correspondents is the part taken by Picton's division in the battle of Busaco, as it is related by the historian of the Peninsular War, upon the faith of documents prefixed to his fifth

volume. However it may be shown by the narratives of our gallant friends above named that these documents were erroneous as far as regarded the third division, we are bound to do justice, from personal knowledge, to the anxiety of the historian to obtain accurate and impartial information concerning the striking event he was then about to describe.

The impressions of Colonel Waller, a most estimable and zealous officer, must have been unaccountably distorted when he flew to the rescue of the "Fighting Division" from their grim assailants on the ridge of Busaco! Alas, for his misplaced solicitude! The bear-skin caps and mailed chins of the Frenchmen had no terrors for Lightburne's brigade, or their neighbours, the Connaught Rangers and old 45th,—*nec aspera terrent*;—the former, as their immediate commander, Sir Henry King states, panted for closer quarters—the latter, feeling the collision, struck their foes like a thunderbolt, and while Colonel Waller was galloping for aid, the Bear-skins were fleeing like worried sheep to the shelter of their own position and reserves. Since the day of Vimiera such a route had not been seen—and never was confidence more high or warranted in any band or body of the British Army than amongst the very troops the worthy Assistant-Quartermaster-General might have doomed to destruction.

The intervention of our gallant associates of the fifth division unquestionably applied to a different body of the enemy, and to some minor attack or diversion at a latter period of the day. The main assault, to which we have just alluded, commenced with the misty dawn, and no sooner was the enemy perceived on the ridge than he was attacked and broken to pieces. But the details of this section of a battle, from which the third division derives one of its most glorious and inalienable trophies, are discussed in the following narratives so clearly and concurrently with our own views, that additional comment on our part is unnecessary. Could further doubt exist on the point which forms the subject of this discussion, the Despatch of our great Leader alone decides the question.

MR. EDITOR,—My attention having been called to a memorandum of the late Colonel Waller respecting the battle of Busaco, prefixed to the fifth volume of Napier's History of the War in the Peninsula, which contains some material errors, I feel myself compelled to give a statement of what took place under my own immediate view, as commanding the second battalion 5th Infantry in the third division on that memorable day. Omitting any preliminary detail, I shall proceed at once to narrate occurrences as they were.

Lightburne's brigade, constituting the left of the third division, was formed in line on the brow of Busaco before dawn; when daylight allowed, a very heavy column of the enemy was perceived commencing the ascent, and apparently directing its march on our front; a cloud of tirailleurs were thrown out on its flanks to cover its advance, and the light companies were ordered out to oppose them. At this moment Lord Wellington, attended by his staff and other officers, rode up, and asked where there was a good position for a gun. I pointed out a small rocky eminence in advance, and on the right of my battalion. A gun was promptly brought up, and opened on the enemy. The 5th light company was now warmly engaged on the slope of the hill, and the battalion being much exposed, and sustaining some loss from a galling fire, I was directed by Lord Wellington, repeated by Sir Brent Spencer, to retire a few paces.

This was done by stepping back, so as to clear the rising of the slope. Lord Wellington then proceeded to another part of the position, Lieut.-Colonels Colin Campbell, A.D.C., and Charles Napier, being previously wounded in rear of the gun. The enemy's column suffering much from the fire, directed with great precision and effect by Captain Lane, R.A., and from our light infantry, changed its direction by an oblique movement to its left, advancing steadily to the large rocky ridge or projecting point on the summit of the heights, which it attained under a heavy flanking fire.

The tirailleurs were soon after repulsed and driven back, leaving many killed and wounded in our front, belonging to the 2nd Chasseurs Légers, a very distinguished corps in the French army. A desultory fire of musketry was kept up for some time, from which we suffered some loss. The change in the direction of the enemy's column brought it in contact with the left of the right brigade of the third division, upon and beyond the rocky ridge above described, which interrupted my view of its further movements.

The enemy did not long retain his advantage. I could not observe whether he had extended his front by deployment on our right; but apparently he had no time to form his line so as to "sweep the ridge of the hill" in our front, if such was the intention; for in a very brief space of time he was hurled down the steep, by a most gallant attack from the regiments on our right, namely, the 88th and 45th, and retired with the utmost precipitation and confusion, leaving the glacis of the hill covered with dead and wounded, nor did he attempt to rally or slacken his pace till at the very base, which, from the formation of the ground, (a rather steep though gradual declivity,) was at a considerable distance from the summit. He then continued to retire in more order, but in manifest dismay, nor was any attempt made to renew the attack. The charge, which decided the defeat of the enemy at this part of the position, I always understood to have been made by the 45th and 88th Regiments, and this was generally received and believed in the 3rd division.

From the above plain narration it will appear that Colonel Waller has erred in the first instance, by stating that the action commenced by a fire of artillery upon the left of Picton's position; nor did the column of attack, which directed its march on our front, deploy into line previous to ascending the hill, but advanced to the summit in a solid mass. I saw but one of the three attacking columns; that alone demanded my attention. I have always supposed that a third column of the enemy (the second having attacked and been repulsed by the right of Picton's division on the Cantara pass), while endeavouring to turn our flank and gain the great Coimbra road, was encountered by Leith's division of Hill's corps, and totally defeated.

Colonel Waller has also erred in stating that "Lightburne's brigade was repeatedly charged, and fairly driven from the rocky part of the position!" This never took place! The second battalion 5th infantry was never charged by the enemy, and consequently never driven from its position; it remained on its original ground, in readiness, and, I may add, in earnest hope, that the enemy would afford an opportunity to charge, when we anticipated a very different result. I have accounted for that opportunity not having been given by the deviation of the enemy from his direct line of march. The utmost steadiness prevailed in our ranks, nor was there the slightest hesitation or wavering. The enemy was decidedly repulsed, the light infantry most gallantly driving back the Chasseurs Légers in our front.

I never saw Colonel Waller during the action; nor was any order communicated to me till its close, after the decisive charge had taken place, when the 5th was ordered to the right, and was thrown back into column for that purpose; but its advance was rendered unnecessary by the total

route of the enemy and his precipitate retreat. Sir Thomas Picton was chiefly in the centre, and on the right of his division, where the brunt of the conflict took place.

I must here remark, that no one is more competent than yourself to appreciate the accuracy of the events I detail, having commanded the Light Company of the 5th in the engagement.

I have written the above without reference to any document, public or private, having indeed none at hand. The lapse of twenty-six years might wear away the recollection of trivial events, but the stirring scenes of active warfare are engraven in more durable characters on the memory, and I relate what I saw, and what I believe to be incontrovertible fact.

It is not within my province, nor is it my intention, to enter into a defence of Picton's faults as a man; his merits as a soldier I may venture to assert: his gallantry, skill, and conduct as a General of Division were proved on every occasion in the field; and the gallant men led to victory by him, although agrieved by his intemperate language and apparent prejudices, will, I doubt not, bear a just testimony to the former, while they deprecate the latter. He fell in his country's service; such a death consecrates his memory; let it obliterate his errors.

In conclusion, I must observe that the confidence placed in the combinations and arrangements of Lord Wellington, preparatory to battle, infused into his soldiers of all grades an enthusiastic devotion, and anticipation of victory. No apprehensions of defeat or exposure to attack, in rear or on a flank, were ever felt or expressed; every exigency was known to be foreseen and provided for, and that in the event of repulse, succour was near. This feeling actuated the whole British Army in the Peninsula, and was attended by those brilliant successes which distinguished the war, and have inspired the pages of its historian. I remain, &c. &c.

HENRY KING, Major-General.

Elmdon Hall, Birmingham, December 17th, 1836.

MR. EDITOR.—In a work so extensive as that of Colonel Napier's History of the Peninsular War, embracing so many, and such complicated details, information as to which must be collected from so many different sources, perfect accuracy as to every point it would certainly be most unreasonable to expect. It is equally evident that any errors as to minuter points can in no way detract from the value of a work like his, so far as regards his statements relative to the operations of the war on a more extended scale, and the correctness of the conclusions he has drawn from these, the soundness of which must rest on different grounds.

To the public, therefore, at large, or to posterity, it is a matter of but trivial moment, whether in the work in question there are, or are not, errors as to the minutiae of the various actions; not so, however, as regards the corps engaged in the several operations referred to in the work, and more especially as they may affect the feelings of the surviving officers, and of the friends of those who are no more.

It is also evident that when errors as to any part of the details in works of this description are pointed out in the author's lifetime, and either corrected by him, or the accuracy of his statements fully vindicated, it must go far in accrediting the work at large, and vouching for its correctness where it is not called in question.

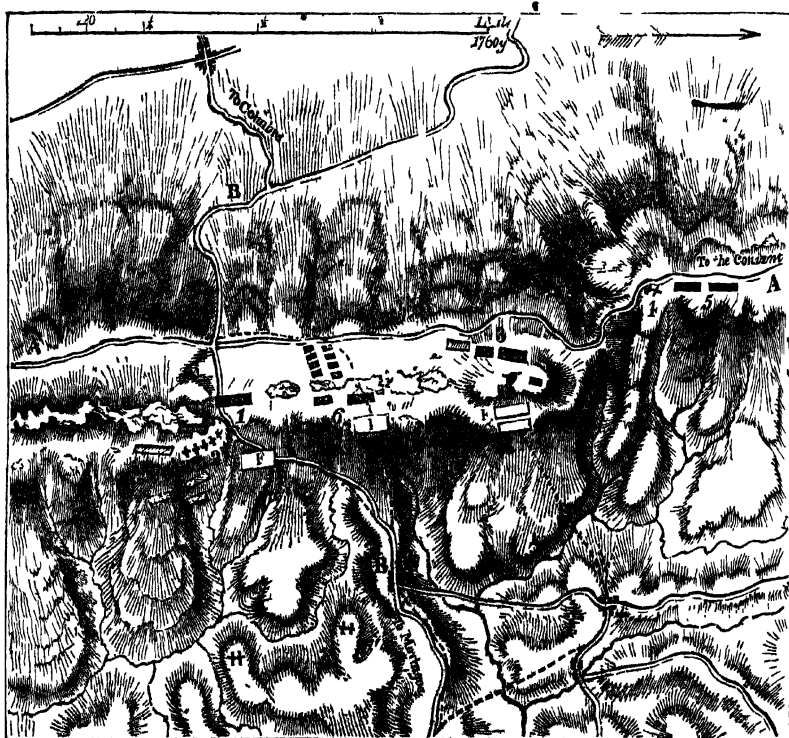
For these reasons I am confident that I shall have not merely the forgiveness but the thanks of this gallant and able writer for pointing out to him some mistakes into which I think he has evidently been misled in detailing the operations in the battle of Busaco.

To the existence of these errors I had occasion to allude in my strictures upon Robinson's Memoir of General Picton, inserted in a former number of your Journal, and my attention has again been more particularly directed

to the subject by the publication of the fifth volume of the work, containing some documentary evidence in the shape of letters from Major-General Sir John Cameion and Colonel Waller, corroborative, as Colonel Napier thinks, of the accuracy of his previous statements. How far they answer their intended purpose I shall leave yourself and readers to determine, on perusing the following comments on them, as they affect the leading features of the battle.

To elucidate the subject, I submit to your readers, along with this, a sketch of that portion of the Sierra de Busaco, for the defence of which the third division was appointed. This sketch, though slightly and hastily executed, is taken from approved maps made at the time, and with some detail of the operations of the third division will, I conceive, convince your readers that the account of the battle as given by Colonel Napier in his third volume does not give them the full measure of justice to which they are entitled.

Position of the Third Division (Picton's) on the Sierra de Busaco, 27th Sept. 1810.



A A, Road on top of Sierra de Busaco.

B B Pass of St. Antonio

F F French Columns of Attack

1 74th Rgt. with Portuguese brigade.

2 Portuguese brigade of guns.

3 8th Portuguese, four companies 45th, and 88th.

4 Two British guns.

5 Lightbourn's brigade—5th and 83rd

6 Points near which Leith's attack took place

7 Village of St. Antonio de Cantaro.

Portuguese, 

English, 

French, 

This division in the general arrangements were allotted for the defence of that portion of the ridge extending from the St. Antonio road, about a mile to its left.

Having passed to the right of the Mondego at Pena Cova on the 21st of September, they encamped near the village of Contêças, on the Coimbra side of the mountain, till the 25th, when they took up a position on its summit, the right brigade of the division upon and close to the road of St. Antonio de Cantaro. The advance being thrown forward to the neighbourhood of this village, were in the evening of that day driven back, when the ravine at the bottom of the ascent became the line of demarcation between the contending armies. During this interval, that is, between the 21st and 25th, a road of communication had been formed along the ridge, on the reverse or Coimbra side, near the summit, but so far below the very top of the ridge, or hog's back, that troops passing along this road could not possibly see what was going forward on the other side.

The evening of the 25th and following day were spent in some skirmishing, and a cannonade of our guns upon the reconnoitring parties of the enemy, a portion of whose force, the second corps under Regnier, were concentrated upon the road leading from Mortagoa to the village of St. Antonio de Cantaro, evidently evincing a disposition to force this point of our position; that portion of the ridge from the pass to the Mondego being of a more rugged and inaccessible character.

Perceiving this obvious intention of the enemy, Sir Thomas Picton had, on the evening of the 26th, so disposed his force (the British portion not exceeding fifteen hundred bayonets) as to meet the attack anxiously expected the following morning. Nor were we disappointed; as the dawn of day discovered the enemy in motion, a column having, during the obscurity of the night, moved along the bottom to attack, considerably to our left, and nearly opposite to the point where the ridge rises abruptly, or as I have in my previous remarks designated it, the convent hill, the enemy at the same time making an attack upon the road, and with considerable bodies at intermediate points, with an evident intention of distracting our attention.

To meet the first, the 88th Regiment, which stood upon the left of Picton's force, was instantly moved by Colonel Wallace, and to their support four companies of the 45th, under Major Gwynne, with a portion of the 8th Portuguese following in their track.

Having premised thus much, I shall now proceed to state the several mistakes into which Colonel Napier and his authorities have fallen, and whereby, however unintentionally on their part, very great injustice has been done to the third division as a whole, and more especially to that portion of it to which, at the time, I had myself the honour to belong.

These errors I conceive Colonel Napier has himself summed up in his answer to the observations of Picton's biographer, when he says, "It is now affirmed distinctly and positively that the French did break the 8th Portuguese Regiment, did gain the rocks on the summit of the Sierra, and on the right of the third division, did ensconce themselves in these rocks, and were going to sweep the summit of the Sierra, when the fifth division, under General Leith, attacked them, and the 9th Regiment, led by Colonel Cameron, did form under fire, as described, did charge, and did beat the enemy out of these rocks, and if they had not done so, the third division, then engaged with other troops, would have been in a very critical situation. Not only is all this re-affirmed, but it shall be proved by the most irrefragable evidence."

Now, Mr. Editor, in answer to these several statements of Colonel Napier, thus distinctly and positively affirmed, I beg leave as distinctly and as positively to affirm, that the right of Picton's division never was forced back; that the enemy never did reach the summit of the ridge to the right of his division, and there ensconce themselves in rocks; and further, that

the right of Picton's division never was in the slightest danger of being turned. In proof of these assertions, it need only be stated that the brigade of Portuguese artillery, and 74th British Regiment, in position on the extreme right, not only never did retreat a single step, but the former never had occasion to move during the day, nor the latter till they advanced at the close of the action, as I shall afterwards have occasion to explain.

Having thus shown that it could not possibly be at this point of the position occupied by the third division that General Loith's rendered to the former the essential service they are represented to have done, I shall now proceed to show that neither was it rendered at that point where the most formidable attack was made upon it. This is the more required, because Colonel Napier's description would leave his readers to imagine that it was where, and when, Picton's division was most seriously engaged, that the latter received that timely aid, which, saving them from defeat, left them for ever after so beggared of gratitude to the fifth division.

This point, where Regnier's most serious attack was actually made, was not, as Colonel Napier asserts, between the third and fifth divisions, thus endangering, as he thinks, the turning of Picton's right, but on the extreme left, near the convent-hill, nearly a mile from his right. Instead of six guns playing upon them in their ascent, or of there being anything else to justify the account he gives of the astonishing power and resolution with which they scaled the mountain, overthrowing everything that opposed their progress, the truth is, that, having advanced at first under cover of a dense fog, they were totally unperceived until they had made considerable progress up the steep. A fire of some rounds was then opened on them from two guns, by direction of Lord Wellington. This, however, could not greatly retard their progress; so that continuing their course, still under cover of the fog, the first intimation that the troops on the height obtained of their approach was the head of the column just appearing within view.

Neither, as I again assert, did this column ever penetrate the line occupied by the third division, or establish themselves on the height. A portion of them, undoubtedly, were ensconced in rocks, but not upon the summit, while the whole of them had much to accomplish before they could have thought of sweeping the Sierra.

The head of the column having just reached the top when seen by Colonel Wallace, he immediately detached three companies who drove the body from the rocks, while he himself, with the remainder of the 88th, and the four companies of the 46th, under Major Gwynne, attacked and drove the main column down the steep, strewing the ground, as Colonel Napier has graphically described, with dead and dying, to the very bottom of the valley, not, however, as he would lead his readers to imagine, after a general *mêlée*, in which these regiments had only joined with others.

With the exception of a portion of the 8th Portuguese which joined in the pursuit, the repulsing this column, which made undoubtedly the principal attack on the third division, and was, in truth, the main feature of the day, was accomplished by the above, not only without any assistance from the fifth division, but even without the aid of any other portion of the third.

I feel the more desirous to note the aid thus afforded by the 8th Portuguese, from the unqualified manner in which that corps is, once and again, represented by Colonel Napier to have been broken in pieces. Whatever may have been the case with the remainder of this regiment, I can positively assert that this was not the case with that portion of it stationed on the right of the 88th and 46th. These, so far from being broken to pieces, driven as chaff before the wind, did, on the contrary, maintain their ground, and join in the pursuit, as I have said above. I may mention that a regiment of Portuguese militia, stationed somewhere in the rear, at no great distance from these corps, were panic-struck, and fled almost to a

man. They all, in fact, betook themselves to their heels, with the exception of their commanding-officer and another, who, after the action, applied to Colonel Wallace, and obtained from him a certificate to the effect that they had kept their post.

While the 88th and 45th were thus engaged in repulsing this attack, the enemy made a simultaneous attempt on the pass of St. Antonio, where, however, they made little or no impression, being at first exposed to a destructive fire of the Portuguese artillery, under Major Arentchild, an officer of the King's German Legion, and afterwards kept in check by the light troops of the division under Colonel Williams, and a portion of the Portuguese. Having, from this cause, advanced but little from the bottom of the hill, this evidently was not the spot where the supposed effective aid of the fifth division was required and given.

This brings me now to state, what, once pointed out to Colonel Napier, I feel assured that every inquiry he may hereafter make will more and more convince him is the truth, which is, that these several operations of the third division have been by him confounded and mixed up with that attack in which Leith's division actually had a part. Upon inquiry, he will find that General Leith's affair did not take place till a considerable lapse of time after the contest of the 88th and 45th was over; he will also find that it did not take place on Picton's right, but in reality at an intermediate point between his right and left.

Of this latter contest I have no desire to speak disparagingly, nor any wish to detract from the merit of the fifth division. I do maintain, however, that, when compared with the attack repelled by the 88th and 45th, the contest in which Leith's division was engaged was but of minor import. Can a stronger proof of this be asked for than the simple fact that the whole loss of the troops therein engaged amounted only to two officers, two serjeants and forty-three rank and file killed and wounded. Does this tally with the paramount importance Colonel Napier attaches to Leith's affair? Does this make it appear that the latter had any great share in those operations which put no less than three thousand of the enemy *hors de combat*, as was acknowledged in the intercepted despatches of their General, be it remarked, equal to that which Napoleon confessed to even at Austerlitz!

I ask Colonel Napier if he can seriously hazard the opinion that the heroes of Austerlitz, established on the heights, ensconced in rocks, and going to sweep the summit of the Sierra, could have been baffled in their purpose, could have been driven from a position such as is here described, and totally defeated, leaving their adversaries to boast of a victory acquired at so very insignificant a cost as was this loss sustained by Leith's division. Truly, Mr. Editor, I should have augured differently of these heroes from what was seen and felt of their prowess at another point, and at an earlier period of the day. While, however, I have documents to prove that Picton was right in calling the affair in which Leith was engaged the last, so would the smallness of the loss the fifth division sustained at least afford presumption that he was also justified in styling it, by comparison, a feeble effort of the enemy. Rocks the latter may have met with upon this occasion, and in these rocks they may have been ensconced, and from these rocks may have been driven by Leith; but what I pointedly and decidedly affirm is, that these rocks, wherever situated, were not on Picton's right, and that the French whom Leith encountered and defeated never were established there. That any portion of the enemy ever established themselves so completely on the heights as to rest their right upon a precipice overhanging the reverse or Coimbra side of the Sierra, or that considerable bodies of the enemy had descended and were killed there, are, I apprehend, facts that even Wellington himself was not aware of till he saw them in Colonel Napier's book.

How the enemy, having ever gained this immense advantage, should have suffered themselves to be so easily dispossessed of it as the loss of

Leith implies, would, I think, puzzle the gallant Colonel and his authorities to account for.

Before I drop this portion of the subject, allow me further to express the surprise with which I learn that Leith was indebted for the good fortune that he had in meeting with the enemy to the accidental circumstance of having fallen in with an officer galloping along, and shouting—"To the rescue, ho!" like an ancient warrior in a border fray, imploring aid, for God's sake, for the third to protect them from danger which existed only in his own imagination.

The more probable reason, and what I have always heard assigned is, that when he came in contact with the enemy, Leith, in obedience to the instructions of the great master-mind that planned and overlooked the operations of the day, was watching the progress of events, that he might give his aid if it should be required:

That this was, indeed, the case, is proved by what Colonel Cameron has stated in General Leith's own words—"That the ground where the British brigade was now moving was behind a chain of rocky eminences, where it had appeared clearly the enemy was successfully pushing to establish himself, and precluded Major-General Leith from seeing at that moment the progress the enemy was making; but by the information of staff-officers stationed on purpose, who communicated his direction and progress, Major-General Leith moved the British Brigade so as to endeavour to meet and check the enemy when they gained the ascendancy." Here we have Colonel Cameron's admission, that the column which General Leith attacked could have been but in very temporary possession of the height, since he states that when first seen they were yet in the act of pushing forward to establish themselves.

Indeed every concurring circumstance affords strong presumptive proof that Leith, who was on the ridge two miles to the right of the pass at the commencement of the action, was moving along the road of communication, entered the position of the third, and passed on the left till he embraced the point of ascent of the enemy's column, which he repulsed. This is evident from the manner in which he formed line by wheeling up into that formation, when he fired and charged. Colonel Cameron also supports this assumption when he says, "He, Leith, therefore ordered the 9th British Regiment, which had hitherto been moving rapidly by its left in column, in order to gain the most advantageous ground for checking the enemy, to form line, which they did with the greatest promptitude, accuracy, and coolness, under the fire of the enemy, who had just appeared formed on that part of the rocky eminence which overlooks the back of the ridge, and who had then, for the first time, perceived the British brigade under him.

That the disposition of Leith's force must have been known to Picton, and that this column of the enemy was discovered in its advance, and immediately attacked and defeated, by the fifth division, satisfactorily accounts for its being left entirely to them, without the supposition Colonel Napier makes, that this was caused by the third having their hands at the time full elsewhere; a gratuitous assumption, not only unsupported by, but utterly opposed to, facts.

While the importance of his co-operation, in itself, has been magnified out of all conceivable proportion, its importance, so far as it regarded the safety of the third division, is of a purely imaginary nature. The critical situation in which they stood—the imminent danger from which they are supposed to have been rescued by the timely interposition of the fifth, are rested by Colonel Napier on the belief that, at the time Leith came forward, the position of the third had been gained by the enemy, who were overhanging the reverse side of the Sierra; while the greatest part of the third division, British and Portuguese, were fully engaged at the time. Critical enough, ~~Napier~~ ^{Napier} knows, had it been placed in this dilemma. But what, Sir, is the truth, and I would particularly beg Colonel Napier's attention

to the facts, as showing how very erroneous has been the information on which he has proceeded in drawing his conclusions. So far from the greater part of the third division, British and Portuguese, being fully engaged in active contest with the enemy at the time—that Leith advanced to meet their last attack—not a Frenchman stood then upon the height but as a prisoner of war. Those of the third who had been engaged in the earlier operations of the day were then resting on their arms, and had been so for hours, ready, if required, to do again what they had done so well before; while the brigade of Portuguese guns, under Major Arentchild, never moved from their station on the right throughout the day.

Colonel Napier must, further, feel that his whole ground goes from under him, as to the supposed danger of the third division, from their being so entirely occupied as to render them unable to defend themselves from this attack, when he learns that a considerable portion of it, consisting of Lightburne's brigade, under the command of Sir Brent Spencer, but stationed immediately on Picton's left—with the exception, Mr. Editor, of the light company of the 5th Regiment, commanded by yourself—never found an opportunity throughout the whole of the operations to fire a single shot. This, certainly, could not have been the case had their comrades of the third been in the jeopardy Colonel Napier has supposed, burning with eagerness, as we know they were, to emulate their more fortunate companions, and share with them the glory of the day. Seeing, therefore, that the third were so entirely disengaged—and yet, that none of them took part in this affair, except the 74th British Regiment, and some of the Portuguese, who, while the column was met and repulsed by Leith, advanced against a body, which at the same time threatened our position by the St. Antonio Pass—these, with the other reasons assigned, justify the conclusion that the affair itself was not of the importance he imagines, and was determined without the necessity of a more general interposition on the part of the third division.

So much, then, for the critical situation of the third—so much for the forcing and the breaking of their centre—so much for the turning of their right—so much for the incalculable service supposed to have been rendered to them by the fifth division—and so much for the chance of Picton having had a different story to relate, as to the glory of his troops, than he was left to tell by the favour of fortune and assistance of the fifth!

To the whole I answer, that if there ever was a time when there was a risk of anything being told to the disadvantage of the third, truly it was not at Busaco that their laurels were in danger.

If their credit was not there in any way endangered by any want of courage or inefficiency in themselves, equally remote from fact, is the impression that it was placed in danger upon this occasion by any incapacity or blunder of their leader. To blame Sir Thomas Picton, as Colonel Cameron does, for leaving his right exposed—that is, for it can mean nothing else, for not resting it on a position naturally strong—is, under the circumstances, absurd. It was, in fact, protected, as far as the case would admit; and there was no natural *point d'appui* nearer than the banks of the Mondego, nearly four miles distant.

That Picton occupied the ground he was commanded by Lord Wellington to take—that his right neither was turned by the enemy, nor ever was in the slightest danger of being turned—and that the troops which he commanded rendered the most essential service that was rendered during the operations of the day, upon this portion of the ridge—form the only vindication which he can require.

Thus, Mr. Editor, I have, as I conceive, brought forward sufficient evidence to convince your readers, that the account given by Colonel Napier in his work, and in the several letters of Sir John Cameron and Colonel Waller, presumed to be corroborative of that account, are chargeable with

inaccuracies more or less injurious to several of the parties that were there engaged.

As having been so long a member of a corps, subject, I may say, to a systematic course of injustice at the hands of Sir Thomas Picton, it cannot be supposed that I am in any way in danger of being unduly partial to the memory of that commander. I am sure, however, that, in expressing my own, I express the feeling of every officer of the 88th, when I declare, that no resentment for injuries received from him could lead me to acquiesce in any obloquy that may be thrown upon him where it was not deserved. Such, however, would be the case did I not come forward to assert that the several documents in question are fraught with injustice to his memory: charging him with faults in the disposition and employment of his troops, which, even suppose they were proved to have been errors, and which has not been proved, could be chargeable only to his superiors in command. In the second place, I have shown that injustice has been done to a portion of the 8th Regiment of Portuguese, in stating in so unqualified a manner that they were broken to pieces—one portion of them, at least, having maintained their ground.

In the next place, I have shown, that to the third division, as a whole, the gallant author is exceedingly unjust. Misinformed as to the real characteristics of the battle connected with the position occupied by them, he has painted as one grand fight and general engagement, on the summit of the Sierra, what should have been represented as a series of bold and strenuous, but unavailing, efforts of the enemy to gain possession of the summit. By employing the expression—"Meanwhile the French who first established themselves on the heights," and immediately proceeding to expel them by the agency of Leith, he has rendered it impossible for the reader's mind to separate the earlier, main, and leading features of the day, from what everything concurs to prove was but a subordinate affair—the last expiring effort of the foe.

It is by these mistakes as to the real nature of the contest, or rather contests, with the enemy, and by thus confounding operations in themselves distinct, as to actors, place, and time, that he is enabled to give the fifth division the credit of saving the third from overthrow, when it was never in the slightest danger. It is by similar means that he has given the fifth a share in repelling the earlier and principal attacks made by the enemy on this portion of the line, and repulsed by the third alone, without the slightest assistance being required from, and far less rendered by, the fifth, which entered upon the ground where alone they met the enemy after the fortune of the day, in every essential point, had been determined.

I say it, Sir, from no invidious feeling, for I believe sincerely that they, and every other portion of the British troops, not only did, but did well, all that was required of them upon that day. I leave it, however, for you and for your readers to determine, if it is not a case of hardship, that a division whose total loss, in the whole share of the operations they were called upon to take, amounted only to nine rank and file killed, and two officers, two serjeants, thirty-four rank and file, wounded—the loss of the 8th British Regiment, which by all concurring testimony had the greatest share in this affair, amounting only to five rank and file killed, and one officer, one serjeant, and seventeen rank and file wounded, should have equal credit with, I might say greater honour done them than, the 3rd, who bore the heat and burden of the day—witness the superiority of the loss which they sustained, twenty-two officers, five serjeants, and three hundred and fourteen rank and file, independent of the loss sustained by Portuguese, attached to the division, viz. fifteen officers and two hundred and fifty rank and file.

Comparisons, Mr. Editor, are proverbially odious: and it is peculiarly painful to be compelled to draw them to the disadvantage of those who have undertaken claims on our respect; but, Sir, when we are told that

"the third division would have been in so critical a situation but for the assistance of the fifth;" and again—"if assistance, and British assistance, too, had not come to their aid, their General might have cut a different figure in the despatch to what he did;" when it is further boldly stated—"that others wear the laurels which belong in justice to the fifth,"—is it possible for the former to submit in silence? Can the third be blamed if they are roused by these assertions?—can they be accused of egotism, if, fighting their battles o'er again, they show how fields were won, proving, as they can, that the laurels which they wear are all their own, gained by their own good swords, which left them no occasion to beg, to borrow, or to filch from others. It must be acknowledged to be galling to their feelings that an attempt should now be made to strip them of a wreath which they have so long and so deservedly enjoyed. It is the more annoying, that in this particular instance, they are to be denuded of the honours to which they are entitled, that they may be bestowed on those who, although deserving of a better fortune, only came in to glean the field, more plentifully reaped by their more fortunate precursors.

In the fourth and last place, Mr. Editor, after what I have stated in the preceding observations, need I specify to yourself or readers the nature of the feelings with which I read the following passage from Colonel Napier's work? Following up his account of the enemy's first attack, he proceeds to say—"The leading battalions immediately established themselves amongst the crowning rocks, and a confused mass wheeled to the right, intending to sweep the summit of the Sierra; but at that moment Lord Wellington caused two guns to open with grape upon their flank, a heavy musketry was still poured into their front, and in a little time the 45th and 88th Regiments charged so furiously that even fresh men could not have withstood them. The French, quite spent with their previous efforts, only opened a straggling fire, and both parties went down the mountain side," &c.

What meaning, Mr. Editor, do I ask, can be attached to this, more especially, when taken in connexion with the previous, but most erroneous account of the nature of the opposition to which this column had been subjected in ascending the acclivity, but, that Colonel Napier himself believes, and means to impress his readers with the conviction that the service rendered upon this occasion by the 88th, and the four companies of the 45th, was limited entirely to the beating back a portion of the enemy that was not composed of fresh men. In other words, it is his belief that they only beat back men spent, as he says, with their previous efforts—jaded, worn out, and on the point of yielding to the opposition they had previously met. Thus would it appear that these two corps only came in to reap a victory already rendered easy by the prowess of others. Had there been anything to justify Colonel Napier's description—had the French, in scaling the mountain, experienced opposition requiring astonishing power and resolution to overcome—had they then forced the right of the third division back, broken the 8th Portuguese to pieces, gained the highest part of the crest with their hostile masses—had they established their leading battalions among the crowning rocks—had a heavy musketry been continued to be poured into their front—had they gone through all this, before they were met and charged by these two regiments, Colonel Napier might have had some excuse for characterizing it as a charge which even fresh men could not have withstood. There might, in this case, have been some colour for the comparatively negative credit which he has left them of defeating the French quite spent with their previous efforts, and only opening a straggling fire: all, certainly, calculated to convey to the reader's mind anything but an impression of any vigorous effort being required to overcome them.

Let me only then recapitulate the simple facts, that the column of the enemy to which his observations are intended to apply, was in reality composed of fresh men, who, for the reasons stated above, had met with

little or no opposition in their ascent—who previously had no continued fire of musketry poured into their front—no part of which could be characterized as a confused mass. On the contrary, they were a column composed of the very elite of the French troops, the leading battalions being their 2nd Light Infantry, 86th Grenadiers, and 70th of the Line; and with the exception of that portion of them that occupied the rocks before alluded to, and which only made their assault more formidable, advancing in one firm, compact, and unbroken force, when they were charged so gallantly, at the moment that their heads appeared, and defeated by the 88th Regiment under Colonel Wallace, and the four companies of the 46th under Major Gwynne; and with the exception of the aid rendered by the 8th Portuguese in the pursuit, without the assistance of a single man of any other corps.

Misconceived so far in its details, and mixed up with less important operations, I assert, Mr. Editor, that the account of Colonel Napier is decidedly unjust to the officers and men of these distinguished corps. Consider the nature of the service which they rendered; consider that this attack was the first that the enemy had made upon this portion of the Line. While the manner in which it was met and repelled by them, went so far, by its result, to determine the ultimate success and issue of the battle. Take into account that the rendering of this service was by them effected at a loss of no less than sixteen officers, seven sergeants, and 261 men, killed and wounded. Compare what Colonel Napier says of them with what he says of others, who neither did so much, or at so great a cost, and I leave any impartial person to determine if, in Colonel Napier's work, the gallant bearing of these two corps stands forward in the bold, and prominent, and commanding manner which in bare justice it has a right to do.

What was in itself pre-eminently the fight on this portion of the line, is mentioned by him in such a manner as to give it the appearance of a subordinate incident in the fight. Involving it, as he has done, in the tumult and confusion of a general engagement, he has rendered it impossible to recognize that spot—"where Greek met Greek, where came the tug of war."

I ask if his description does what it ought to signalize a conflict, brief, it is true in its duration, but, while it lasted, contested so fiercely on the part of their opponents; and, notwithstanding the infinite superiority of numbers with the enemy, with a courage and determination so great, so irresistible on theirs, as to draw from Wellington himself, who was spectator of the combat, that memorable burst of admiration. "*There, Beresford, look at them now!*" This certainly was an open expression of his approbation, which, whatever he might feel, was as rare from him, as, when coming as it did from the first of Generals, and first of Judges of all military merit, it was honourable to those on whom it was bestowed.

Having had the honour to belong to one of these, I am sure that Col. Napier will excuse the very pardonable jealousy with which I now come forward to vindicate their claims, and to guard against anything that could possibly endanger their special right to words, which, as they equally shared the gallantry that called them forth, ought, in my own humble opinion, to be interwoven in the colours, and in letters of gold, emblazoned in the records of these two corps, as the proudest distinction they could possibly attain.

More, Mr. Editor, I need not add, confident, as I am, that the facts which I have stated must be sufficient to open Colonel Napier's eyes, and to let a new light in upon him. I rest in the assurance that the gallant author, in preparing for his next edition, will revise the details of this important battle, and willingly repair what he must now perceive to be his great, though I believe sincerely, his unintentional injustice.

WILLIAM MACKIE, Major Unat.,
formerly of 88th Regt.

While on the subject of the third division, we give the following reclamation from an officer of the fifth division, respecting the Storm of Badajoz. *Fiat justitia!*

Mr. EPIROD.—Having lately perused Captain M'Carthy's Recollections of the Storming of the Castle of Badajoz on the 6th of April, 1812, I perceive that the merit of capturing that fortress from the French is expressly given to the third division; and similar statements have also been made in other publications, with the exception of Napier's History, from which many are led to believe, that the castle and town of Badajoz were taken by that division alone. It certainly is not my wish to detract from the gallantry of the third division, in any operation in which it was engaged with the enemy during the Peninsular campaigns; it had more opportunities of distinguishing itself than the other divisions—the light division excepted, and upon every occasion its conduct was so meritorious that it need not, nor its friends, withhold from others the merit of praise which is justly their due. Whilst it is acknowledged that the third division bravely escalated and captured the castle, it must be admitted that the fifth division escalated and took possession of the town of Badajoz, and it was not till the fifth division had cleared the ramparts and the breaches of the enemy that the fourth and light divisions were enabled to enter, though they had most gallantly made the attempt; it was then, when the town was in possession of the fifth division, that Lord Fitzroy Somerset came in, and going through to the draw-bridge, summoned General Phillipon to surrender, who had entered San Christoval with a part of his garrison, and the third division were established and reposing in the castle. Lord Wellington says in his despatch, after detailing the operations of all the divisions, "Our troops being thus established in the castle, which commands all the works of the town, and in the town, and the fourth and light divisions being formed again for the attack of the breaches, all resistance ceased!" What troops were then in the town?—the fifth division! and it was not until that division had succeeded in getting in after a severe struggle with the enemy, that all resistance ceased. I do not doubt but that had the castle only been taken and maintained till the morning, the town would have surrendered, but I state what actually took place—that one division established itself in the castle, and the other in the town. The attack on the castle preceded that on the town, in consequence of the ladders for the fifth division not arriving on the ground at the time they were ordered; but to show that the enemy in the town were not in the least subdued by the capture of the castle, the resistance General Walker's brigade, consisting of three regiments and the 38th in support, met with, cost them 510 men, killed and wounded, including officers, and the seven regiments in the third division lost 580, only 70 more than the four regiments of the fifth division. When the head of the storming party of General Walker's brigade, composed of part of the 4th Regiment, reached the barrier on the road to Olivença, the French guard stationed there ran into the town with the utmost precipitation, leaving a light in the guard-room, and the ramparts were so thickly manned by the enemy, who threw out fire-balls to enable them to take surer aim at the advance, that a great number of officers and men were killed and wounded at the barrier, in descending into the ditch, and in escalating the face of the Bastion of St. Vicente, besides in the determined opposition the brigade met with in the town. The colours of a regiment of Hesse d'Armstadt, in the French service, were taken by the 4th Regiment in this assault; the officer who carried them was bayoneted by a private of the Light Infantry Company, and they were presented on the following morning to Lord Wellington by Lieut.-Colonel Brooke, who then commanded the brigade, in consequence of General Walker being severely wounded.

I remain, Sir, your most obedient servant,

C. B.

THE TREATIES ON THE SLAVE TRADE ; AND THE MIXED COMMISSION COURT AT SIERRA LEONE.

PUBLIC attention has of late been directed in a peculiar manner to the state of our treaties with Foreign Powers for the suppression of the slave trade. It has been loudly proclaimed that, to the disgrace of this enlightened age, the traffic in human beings is still carried on in undiminished extent, and with unmitigated horrors ; and that Britain herself, though free from any participation in the guilty commerce, has utterly failed to prevent its prosecution by other nations, notwithstanding the vast amount of treasure, and the numerous valuable lives, which she has sacrificed in the attempt.

The interest, however, which has been excited on this important subject will prove evanescent and worthless, and will lead to no practical or beneficial result, unless the public be convinced that the statements, by which their sympathy has been aroused, are well founded, and will bear the strictest investigation. It, therefore, earnestly behoves those, who plead for justice to a proscribed race, and for the boon of peace and civilization to a vast continent, not to mar the success of their humane endeavours by crude and unfounded assertions, and by adopting and circulating, as facts, the misrepresentations of interested and ignorant men.

The obstacles to the total abolition of the slave trade are formidable enough in themselves : the subversion of an extensive and lucrative traffic, closely bound up with the commercial policy of allied and friendly nations, is no easy matter : but it is much to be regretted that these unavoidable impediments to success should be multiplied and increased by the recklessness, indiscretion, and errors, of those who stand forward as the zealous friends of abolition.

I have been led to make these remarks by the perusal of an article in the January number of the United Service Journal, on the subject of " The British Naval Service, and the Treaties on the Slave Trade."

I do not complain of the tone and temper of that article, but of the errors and mis-statements with which it abounds in every part. Some of those errors I intend to notice in the following pages, as briefly as the nature of the subject will admit. I shall not, at present, enter upon a discussion of the policy or defects of our slave-trade treaties, their past history, or their probable operation for the future ; but shall confine myself to showing, by a reference to facts, the groundlessness of many of the writer's assertions, and that the decisions and practice of the Courts of Mixed Commission at Sierra Leone, have been grossly, although, I believe, unintentionally, misrepresented.

It has surprised me not a little, that the writer of the article to which I have alluded appears to be altogether ignorant of the existence of an Act of Parliament, in which the duties and powers of the slave-trade commissioners are defined. He appears further never to have heard of a volume, entitled " Correspondence with the British Commissioners relating to the Slave Trade," which is published and presented to Parliament every year by command of his Majesty, and which is the only authentic record of the proceedings of the Mixed Courts. Nor has he apparently even been informed, that the practice of these Courts is regulated under the orders of Government by a Code of Instructions, drawn up by an eminent proctor, and approved by the late highly-talented Lord Stowell, more than eighteen years ago. Not a single reference is made by the writer either to the Act of Parliament, to the Parliamentary Papers, or to the " Regulations for the guidance of the Mixed Commissions," a copy of which was presented to Parliament in 1821. It is evident, by the errors into which he has fallen, that these papers were not consulted by him ; and in several instances he even censures the Commissioners for not having acted in direct opposition to the " Regulations," to which I have referred.

Again, the writer seems to be unaware that the decisions of the Mixed Courts, of which he complains as erroneous, inconsistent, and inexplicable, have, in every instance, received the sanction and approval of the King's Advocate; and that all the judicial proceedings of the Commissioners are submitted to the same high legal authority for his examination and opinion.

At page 24, the writer alludes to "the replies given by the Commissary Judge to certain questions;" and at page 30, it is stated that "circumstances very recently induced the presentation of some queries by a high naval authority upon the West Coast of Africa to the Commissary Judge of the Mixed Commission Court at Sierra Leone, which were received and replied to with that courtesy and uprightness so prominently the characteristic of the judge alluded to. These queries and replies are public documents, and are inserted word for word."

In spite of the compliment here paid to his Majesty's Commissary Judge, I am obliged to declare that the writer has been altogether misinformed; that "the replies" in question are not a "public document," emanating from the Mixed Commission Court, or from any of its members; and that "the judge alluded to" was not even aware of the existence of the document, to which his name is attached, until he saw it in England, for the first time, about two months ago.* It is, in fact, nothing more than an imperfect memorandum of a private conversation, which that gentleman held with the Commander of one of his Majesty's ships on the West Coast of Africa, and which has been circulated without his knowledge or consent.

But although I am anxious to divest these supposed "replies" of the authentic and official character with which they have been erroneously clothed, I perfectly coincide in the views which they contain of the object and bearing of the Portuguese Slave Treaty (a subject which I shall notice more particularly hereafter); nor am I less disposed to consider them correct in another point, in regard to which they have been attacked with equal vehemence, and with no better success.

It is stated at page 34 that, in opposition to the third article of the Instructions under the New Spanish Treaty, which requires that "the master, the mate or boatswain, and two or three of the crew," shall be left on board detained vessels by the captors;—the Commissary Judge gave it as his opinion, that "it is quite sufficient that three of the crew be sent in a prize; they should be the captain, boatswain or supercargo, and cook." And the writer then jocosely observes, "what view the Court may have in declaring the presence of the cook to be important, no one can say, since the article never mentions that distinguished functionary."

The answer to this charge is easy and complete. The remark of the Commissary Judge applied, not to vessels captured under the New Spanish Treaty, which had not come into operation at the time when the remark was made (and respecting which no opinion whatever was given), but to prizes taken under the Old Portuguese and Spanish Treaties, by both of which treaties it is merely required that "the captain and a part at least of the crew" shall be left on board a detained vessel.

The writer's unfortunate witticism on "that distinguished functionary the cook," and his wonder how his presence could in any way be important, betrays at once his total want of information on the subject. Every midshipman, who has brought in a prize for adjudication, every officer of experience on the Coast of Africa, is aware that the cook is an important personage in a slave vessel; that he alone, generally speaking, knows how to provide properly for the slaves in sickness and health; and that our sailors do not understand how to prepare the food, or to treat the diseases, of the unfortunate beings committed to their charge.

* I make this statement on the authority of his Majesty's Commissary Judge, who is now in England for the restoration of his health.

In the views of the writer with respect to the Dutch, Brazilian, and Spanish Treaties I generally coincide. The Portuguese Treaty we interpret very differently, in some respects perhaps more liberally than he does; but I must abstain from the discussion of this subject at present. It would require more time and space than I can now devote to it. Indeed, it contains in itself matter amply sufficient for a lengthy article.

I must, however, allude to the unreasonable attack made upon the Slave Trade Commissioners for their correct interpretation of one portion of the Portuguese Treaty. The 4th article of the Instructions for the ships of war employed to prevent the slave trade, and which Instructions form an integral part of the treaty, directs that "no Portuguese merchantman or slave-ship shall, on any pretence whatever, be detained, which shall be found anywhere near the land, or on the high seas south of the Equator, unless after a chase which shall have commenced north of the Equator."

One would suppose that there could be no quibbling about the meaning of this prohibition. It is as plain as can be desired; and it appears to be perfectly well understood by the naval officers on the Coast of Africa, by whom no Portuguese slave-vessel has been detained south of the line for more than ten years.* But the writer urges, with more earnestness than reason, that, in spite of this positive clause to the contrary, cruisers, acting under the stipulations of the present Treaty, may and ought to detain Portuguese slavers to the southward of the line; and that the Commissioners may and ought to condemn such seizures. And why? Because this clear, intelligible 4th clause is, he says, opposed to other clauses in different parts of the same treaty. I deny that it is so; and if the writer looks a little more closely into the clauses which he quotes in support of his argument, he will find that they refer merely to the right of search, and not to the right of detention; and that while cruisers are allowed by the Treaty to visit and search Portuguese vessels in any latitudes, northern or southern, they are restricted from detaining such vessels south of the Equator, unless after a chase which shall have commenced north of the Equator.

His view of the case is so clearly illustrated at pages 38 and 39, class A, of the Parliamentary Papers for 1834, that we beg to refer the writer to that volume for the grounds of the position which we have advanced.

There have been, fortunately, only four cases, in which the Mixed Courts have been called upon to express their opinion upon the illegality of the detention of Portuguese vessels south of the line, viz.: the *Sinceridade*, in 1823; the *Activo*, and *Perpetuo Defensor*, in 1826; and the *Maria da Gloria* in 1834.

The Commissioners, who decided on the restoration of the three first of these cases, have long since sunk into their graves; but it may be some consolation to the relatives of those valuable public servants, who have been so inconsiderately charged with partiality, inconsistency, and inhumanity, to know that their conduct, on the occasions referred to, received the full approbation of the late Right Honourable George Canning, when Secretary of State for Foreign Affairs. At page 169, class B, of the Parliamentary Papers, 1823—1824, Mr. Canning writes to them thus:—

"Foreign Office, Nov. 12, 1823.

"GENTLEMEN,—I have received your dispatches relative to the capture of the Portuguese slave-vessel, *La Sinceridade*, and the subsequent liberation of that vessel, after a trial under the Mixed British and Portuguese Court at Sierra Leone. Your conduct on this occasion appears to have been guided by a due sense of justice, and in strict accordance with the treaties under which you act.

(Signed)

"GEORGE CANNING."

At page 72, class A, Parliamentary Papers, 1826—1827, an equally distinct approval of the restoration of the *Activo*, and *Perpetuo Defensor*, is

* The *Maria da Gloria* was detained, in 1833, off the mouth of the harbour of Rio de Janeiro, by H. M. S. *Snake*, belonging to the South American squadron.

given by the same distinguished statesman. And it will be seen that the principle, then laid down by Mr. Canning, that "no condemnation of a vessel ought to take place, when the capture is made at a spot not absolutely within the boundaries prescribed for capture by the Treaties," was followed out in the case of the *Maria da Gloria*, with the full approval of the proper authorities.

I regret equally with the writer, that our cruisers are circumscribed by any limits whatever in detaining Portuguese slave-vessels; but until the slave trade of Portugal shall be declared totally abolished in all parts of the world, and the right of seizure be conceded in all latitudes, the Commissioners must be guided by the Treaty which they are appointed to carry into effect, always bearing in mind that they have sworn* "to act in the execution of their office, faithfully, impartially, fairly, and without preference or favour, either for claimants or captors, or any other persons."

I sincerely acquit the writer of wilful misrepresentation; but I am sorry to have been compelled to remark on the fact that he has first mis-read the Portuguese Treaty; and then, arguing on that mis-reading at great length, has charged the slave-trade Commissioners with being the authors of those evils, which the slightest reflection would have convinced him they can neither control nor prevent.

Before taking leave of the Portuguese Treaty, I will quote one more instance of the carelessness with which the writer brings forward unfounded charges. He says at pages 32 and 33, that, "in the very teeth of Article 9 of the Portuguese additional convention of the 28th July, 1817,"—"in most determined opposition to this stipulation,"—"in opposition to the law,"—the Commissioners awarded damages in the cases of the "*Activo*," and "*Perpetuo Defensor*;" and he adds—"the Mixed Commission Court may indeed rejoice in there being no appeal from its judgment!" It will hardly be believed that so serious an accusation, made with so much hardihood, is utterly groundless; and that "Article 9"—"the stipulation"—"the law"—to which the writer so triumphantly refers, does not, in anyway the most remote, apply to the Mixed Commission Court at Sierra Leone, but to "a Mixed Commission to be held in London," for the adjudication of "Portuguese vessels and cargoes captured by British cruisers, between the 1st June, 1814," and the establishment of the Mixed Commissions on the coast of Africa!

On following the writer into that part of his article which treats of the Spanish Treaty, I am equally startled at the extraordinary boldness of his assertions. He denounces the practice of the Mixed Courts, in requiring to be satisfied that vessels brought before them have been seized by properly authorized ships of war; and declares that "the Mixed Commission Court has no right whatever to know anything about any authority of any kind being on board a vessel of war. No officer commanding one is called upon in any manner to communicate any knowledge of his authority to the Court." This is positive enough surely; but is it equally correct?

Without referring to the treaty, what says my Lord Stowell, in the regulations for the practice of the Mixed Courts, to which we alluded in the early part of these remarks?

"The first step to be taken, on the part of a seizer, on the arrival of the detained vessel in port is, to make an affidavit setting forth" (amongst other things) that "H. M. S. of war —, is duly authorized and empowered, according to the provisions of — Treaty, between His Britannic Majesty and —, to make seizures of vessels under — colours, engaged in the slave-trade." Are these clear directions, we would ask, sufficient or not, to justify the Commissioners in the course which they have pursued?

The writer, however, completely changes his ground of attack, and

* See 5 Geo. IV., cap. 113, sec. 56.

† Page 25, class A, Parliamentary Papers presented in 1821.

charges the Commissioners with having "proceeded with slave-vessels sent in by cruisers whose authority to seize had never been placed before the Court, nor any inquiry made about it." I deny this statement most unhesitatingly, and declare, without fear of contradiction, that, of nearly three hundred vessels which have come before the Mixed Courts, not one was admitted into Court, even so far as to allow of a monition issuing, until the preliminary affidavit, alluded to in the last paragraph, had been sworn to. Indeed, the forms of the Court rendered such a proceeding impossible.

That the practice of the Court in this respect is what I have represented it to be, is sufficiently shown by the writer himself, at pages 35 and 36, in his details of the case of "a small Spanish schooner captured in January or February, 1836, with slaves on board, by H. M. S. Pylades;" and which, as usual, is made the groundwork of another attack.

In that instance the usual affidavit was prepared by the captor's proctor; but the prize Midshipman declined swearing to it, on the ground that he knew nothing as to the instructions issued to the Commander of the Pylades, (which had only lately arrived on the coast), nor under what Treaties she was "authorized and empowered to make seizures." Under these circumstances the captor's proctor could not, and did not attempt to proceed further with the case, until the necessary information was obtained.

Notwithstanding all this, the writer has no hesitation in charging upon the Commissioners the delay which occurred in the proceedings connected with the Pylades' prize; and which, as I have shown, was solely attributable to the prize-officer having been dispatched from the capturing ship, unfurnished with the information necessary to enable him to commence proceedings against the detained vessel.

In connexion with this subject I am called on to notice another serious accusation brought by the writer against his Majesty's Commissioners, unsupported by one tittle of evidence, and totally unfounded in fact. He tells us that owing to the course pursued by the Commissioners with respect to the Pylades' prize, the 260 wretched negroes who constituted her cargo would have remained on board cooped up in their miserable prison-house until some one arrived in the colony who could depose to the facts respecting which the Commissioners required satisfaction; but that this unfortunate state of things was prevented by "the interference of the Governor, Major Campbell," who "took upon himself the responsibility of ordering them to be landed," and "who feared not responsibility, when, by the dictates of humanity, he was called upon to assume it."

I am sorry to deny the justice of Governor Campbell's claim to the eloquent eulogium here paid to him; but truth obliges me to declare that all his Excellency did, or could do, towards procuring the landing of the negroes in question was, the giving his formal assent to the proposition of his Majesty's Commissioners to that effect.

In explanation of this statement, I beg to inform your readers, and the writer himself, who is as much in want of information as any reader can possibly be, that shortly after the arrival of a vessel laden with slaves in the harbour of Sierra Leone, his Majesty's Commissioners wait upon his Excellency the Lieutenant-Governor to request permission for the slaves to be landed pending adjudication. The humanity of the different Governors has always led them to pay the most courteous and ready attention to such applications; but they know their duty too well ever to intrude on the province of the Mixed Commission Court, by "assuming" any responsibility whatever, or by "ordering" any slaves to be landed. An attempt of the kind imputed by the writer to Governor Campbell was, however, made rather more than ten years ago; and the decided reprobation which "the interference" received from the Government at home may be seen on reference to the Parliamentary Papers, class A, presented in 1828. The indiscreet eulogist of Governor Campbell should therefore have

paused before he claimed for that officer the credit of having acted in direct violation of the orders of his Majesty's Government, and before he charged his Majesty's Commissioners, without a shadow of reason, with "trifling, inconsistency, and cruelty, and with looking coldly on at the miserable state of 280 poor creatures crowded on board a small schooner."

The story, at page 27, respecting a Spanish slave-brig lately restored by the Mixed Commission Court, may be very amusing; but I strongly suspect that the writer will discover that it is only another creation of the prolific imagination of his informant; at least no notice of such a circumstance, except that for which I am indebted to the writer, appears yet to have reached this country.

I would here willingly close this long catalogue of error; but as I have undertaken to point out the more prominent of the misstatements crowded into the writer's production, I must notice that the estimate given at page 21 of the expenses of the Courts of Mixed Commission, is quite erroneous; that the Commissary Judge, the Commissioner of Arbitration, and the Registrar, do not receive, by one-fourth, the amount of salary assigned to each of them by the writer; that the retiring pension of the Commissary Judge is little more than one-half of what he states it to be; and that, in place of "sundry retired judges," who are receiving "annuities" from the country, only one judge has ever survived the period of service on which the claim for pension depends, the rest having all died at their posts in the execution of the duties of their office in that most fatal climate.

Again, on the same page, it is stated that "last year, in six months, the squadron sent up" to Sierra Leone "nearly 5000" slaves. If by "last year" the writer means 1835, he will find on reference to pages 8 and 12, class A, of the last Parliamentary Papers on Slave Trade, that in the first six months of 1835 only 2813 slaves were emancipated; and in the last six months of 1835 only 1832 slaves. If the statement refer to the first six months of 1836, it is still more erroneous, as during that period the number emancipated was much less than in 1835. I really should like to know the source from which the writer has drawn the facts which he has given to the public.

The writer is equally incorrect in his history of the different Commissioners; but as he is sufficiently complimentary and kind to them, I let that pass, with other matters of small consequence.

I have said, and say again, in all sincerity, that I do not consider the writer guilty of wilful misrepresentation; but he is, nevertheless, very far from blameless. For it is no small fault in a writer thus to make grave and serious charges against the conduct and official characters of public men serving in a distant colony, without at least imposing upon himself the trouble of testing the information which he may have received by the slightest examination, and without deigning even to consult the public and authentic documents, which would either have dispelled or confirmed his suspicions.

The remarks which I have felt it my duty to make will not, I am sure, be considered captious or querulous. They have been written with the sole object of repelling the ill-advised and undeserved censure attempted to be cast upon a Court with which I myself formerly, and for a number of years, had the honour to be connected.

W. S.

FOREIGN MISCELLANY.

FRANCE.

THE TRIUMPHAL ARCH "DE L'ETOILE."

In the Porte St. Denis, Paris had long possessed probably the most splendid work of this description which modern times could adduce. It was constructed by command of Louis XIV. in commemoration of his campaign on the Rhine, and was intended to surpass any similar work of ancient days. In height it is 72 feet 9 inches, and in breadth 73 feet 9 inches, French measurement. Massive as is this monument, so much lightness, symmetry, and taste pervade every part of the structure, that it has not unjustly been considered the glory of Louis's architectural achievements. Blondel was the architect, whose genius it has immortalized. Of the Porte St. Martin, though equally raised in the days of the "grand monarque," whose effigy flares up upon it in the form of a Hercules, decked out in a full-curved wig—"the least said the sooner mended."

We pass over to a more pleasing subject, the "Triumphal Arch de l'Etoile," which was called into existence as a homage to the victorious campaigns of the French armies, on the 18th February, 1806. It was the will of Napoleon, its founder, that this structure should be as splendid as the deeds it was designed to celebrate. In height it is 152 feet 5 inches; in breadth 157 feet 11 inches; and in depth 68 feet 4 inches. The main arch is 90 feet 6 inches high, and 45 feet wide. The side arches, which intersect the main arch on its northern and southern sides, are each of them 57 feet high, and 25 feet 11 inches broad. The foundations of the structure are 25 feet 9 inches underground, 167 feet 10 inches in length, and 83 feet 11 inches in breadth. The first stone was laid on the 15th August, 1806, and bears the following inscription:—"L'an 1806, le quinzième d'août, jour de l'anniversaire de la naissance de sa Majesté, Napoléon le Grand, cette pierre est la première qui a été posée. Le Ministre de l'Intérieur; M. de Champagnet." The various sums which have been expended upon it amount to three hundred and eighty-six thousand and four hundred and four pounds sterling (9,651,115 francs); these sums were appropriated at the subsequent dates, namely,—In Napoleon's time, 128,388*l.*; under the Restoration, 120,051*l.*; and in Louis Philippe's reign, 137,985*l.*

RUSSIA.

POPULATION OF THE EMPIRE.

It is stated in the Journal of the Ministry of the Home Department that Russia in Europe, on a surface of 87,247 square miles*, contains a population of 47,592,427 souls; and that Russia in Asia, which is more than treble its extent (for according to Hassel and Schnitzler its area is not less than 275,767 square miles†), does not contain above 1,827,935 souls. The entire population of Russia, as appears from the official reports, is therefore 49,420,362 souls, a much weaker population than has been generally assigned to it. And these forty-nine millions of people are scattered over a surface of 7,627,074 English square miles, an average of little more than sixty-four individuals to every ten square miles; whilst Great Britain and Ireland, whose surface does not exceed 116,000 square miles, possess at least 25,000,000 of inhabitants, an average of upwards of 2150 individuals to every ten square miles!

According to Lieutenant-General Count Von Bismark's recent estimates, the military establishment of all the Russias, on the peace footing, and exclusive of the irregular cavalry, cannot fall short of 590,000 men; so

* 1,835,967 English square miles,

† 5,791,107 English square miles.

that in order to keep her unwieldy possessions together, her subjects are subjected to a constant drain of at least twelve males in every thousand individuals, whilst a draft of less than four males out of every thousand individuals is adequate to all the military exigencies of the united empire, even including its colonial possessions.

Surely the worst enemy of Russia can desire nothing better than to see her aggravating her weakness, and adding to her military incapacities, by heaping together new elements of combustion to the volcanic mass on which her ephemeral preponderance is based. The journal already quoted shows that Kursk is the most populous province in Russia in Europe, as it contains 2892 inhabitants to every geographical square mile, and that the province of Archangel is the least populous, as it has not more than fifteen souls to each such mile. The province of St. Petersburg has 716, and Moscow 2255 inhabitants per mile. Mark the contrast: Cornwall alone has nearly 5000; and even Radnorshire about 1200. With regard to Russia in Asia, the least populous province is that of Yenissei, which has but 193,486 inhabitants on a surface of 58,371 geographical square miles, an average of about three human souls to each mile.—S***.

GREECE.

GULFS OF CORINTH AND EGINA—HIGHEST MOUNTAINS.

The following facts are a partial result of the survey on which a party of French officers have been engaged since the year 1833. It has been hitherto believed that the level of the sea was higher in the Gulf of Corinth than in the Gulf of Egina; but it is now ascertained that the level is precisely the same in the several Gulfs of Corinth, Egina, Nauplia, and Marathonisi, as well as around the Ionian islands. The neck of land which severs the Gulf of Corinth from that of Egina, and which is about a league and a half in width at the narrowest point, is extremely precipitous on the side of the Gulf of Egina, and of very gentle descent on that of the Gulf of Corinth; on this account the ascent from the shore next the latter is scarcely perceptible, whilst that from the shore of the former is exceedingly abrupt. Hence the sea naturally appears to lie at a greater depth on the eastern side of the isthmus than on the western.

Mount Parnassus has been generally esteemed the highest mountain in Greece. The survey shows that it occupies but the third rank in this respect, and that Mount Guiona is the loftiest. Next to the latter stands Mount Vardoussia. The respective elevations of the three are as follows: Guiona, 2511 metres (8238 feet); Vardoussia, 2492 (8175 feet); and Parnassus, 2459 (8092 feet); Helicon is 1749 metres (5738 feet) high; and Delphi, the most elevated summit in Eubœa, 1745 metres (5728 feet). It has also been ascertained that none of the Grecian mountains are covered with perpetual snow; for in September 1834 there was not the slightest vestige of it left even on Mount Guiona, in spite of the most diligent search.

ALGIERS.

Manifold as are the difficulties which stand in the way of the conquest of this territory,—whether arising from the aridity of the soil, the heat of the climate, or the immense extent of underwood and pestiferous swamps,—the least superable of the obstacles which the French have to contend against, is the inveterate and fanatical enmity of the natives. We do not refer to the town populations, for their numbers are comparatively small, and the bulk of them is composed of Moors and Jews, whose temperament is eminently pliable. The worst enemy the French have is the Arab; his kinsmen are grouped into numberless tribes, by whom the regency of Algiers is inclosed as it were with a net. To them the integrity of its territory is a question of life or death, and every inch of ground abstracted from it is so much abstracted from the means of pasturing their flocks and

herds. The Arab's local attachments will long render him obstinately opposed to any sale or peaceable desertion of the feeding grounds on which he has been wont to pitch his tent. To bid him remove his haunts nearer the Desert is to bid him expatriate himself. It is only by possessing and wielding the right of the stronger that the French can ever succeed in penetrating into the interior of the country. If they confine themselves to occupying the mere ports of Algiers, it is probable that the Arab may be induced to look peaceably on, and merchandise with them; but if they persevere in pushing their conquests inland, they will have to maintain every mile they gain at the point of the bayonet. The Arab will, for the moment, bend before the overpressure of superior force, reserving his strength for some subsequent occasion, when he can apply it with efficacy. Independently of his local attachments, he is repelled into deadly hostility by his antipathy, both religious and social, to the faith, manners, customs, and language of the invaders.

The next difficulty they have to encounter is providing subsistence for their forces, towards which the country affords but very scanty aids. The old maxim of making "war support war," is here quite out of the question. Algiers affords no succession of towns or inhabited quarters—no opportunities for levying contributions or extorting rations—no local advantages for establishing magazines or hospitals. Upon an enemy's approach all is carried off: he has no alternative but to starve, or fall back on his resources as best he may, if he come not provided with meat and drink. Admitted that, from time to time, the invader may have the good luck to lay hands upon a chance flock or drove, or a hoard of grain; the occurrence would prove so unfrequent that it can never enter into any military calculation. Again—every separate corps, on its advance inland, advances under a certainty that it is surrounded by foes and constantly exposed to have its communications cut off. The first duty of its commander is, therefore, to carry with him whatever stores and ammunition he is likely to need during the whole of the campaign before him. These hindrances, combined with the want of high-roads, will make it incumbent upon him to embarrass his march with a host of light conveyances and mules. Yet in many directions he will find it impossible to use the smallest vehicle; and here his sick and wounded must be thrown across a mule's back or abandoned to their fate.

In aggravation of all these impediments, one remains to be spoken of which involves as much risk as most, and more than many, and this is the climate, which, from its heat by day and severe cold at night, interferes sadly with the progress of a European force, and renders the bivouac pernicious to the soldier's health. Now, the Arab has little or nothing to dread from all these difficulties: he is accustomed to the climate and to hard fare. Mounted on his swift-footed courser, he hangs upon the flanks or rear of his foe—fights when and where he sees a propitious opening—flies when in danger, and, as every French commander has admitted, evinces admirable skill in ambushes and in disconcerting his opponent's manœuvres. A detachment without some *point d'appui* is inevitably lost. However the French may excel in offensive warfare, the result of their persevering efforts in Africa has shown that their campaigns have answered scarce any better purpose than as schools for inuring the troops to fatigue and breeding skillful marksmen. They may calculate the cost of conquering the whole territory from the outlay of lives and money it has cost them to conquer and retain the few leagues they have possession of in the immediate neighbourhood of Algiers. It will require years of sacrifices before they bring a territory, extending 700 miles in breadth alone, under subjection; and having exterminated the native population, with what hands will they bring an insalubrious waste under cultivation?—H. C.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

Colonel Napier relating to the Fifth Division at Villa Muriele.

MR. EDITOR,—In answer to the communication in your last Number from Sir John Oswald, impugning the accuracy of my statement relative to the affair at Villa Muriele, I am bound to observe that inasmuch as I have attributed the first disposition of the troops of the fifth division to Sir John Oswald, I have done that officer an unintentional injury, and I have, as a matter of justice, promised to print his statement in my sixth volume; but I shall, as I have also told him, insert at the same time my authorities for the rest of my statement. They differ very materially from Sir John Oswald's account; and the reader must choose for himself, as I cannot pretend to decide which is right.

Yours, &c.

Freshford, Feb. 12, 1837.

WM. NAPIER, Col.

The late Lieut.-General Long.

MR. EDITOR,—Although I consider, as others also doubtless consider, that the controversy in which I was engaged respecting the late Lieut.-General Long has some time ceased, I cannot, in justice to that officer's memory or to the brother officers of Lieut.-Colonel Maclean (now commanding the 13th Dragoons at Madras), withhold the accompanying letter just received. I send it to you without comment of any kind, and I trust to your impartiality for giving it a place in your next Journal.

I have the honour to be your obedient Servant,
39, Mount-street, Feb. 8, 1837.

CHARLES EDWARD LONG.

Bangalore, July 4, 1836.

SIR,—I have perused with much interest your replies to the aspersions on the conduct of the late General Long; and I should feel myself wanting in respect to that officer's memory did I not support the evidence given by my brother officers, most of whom will not give me credit for keeping a journal, such as it is, in those days of the passing events, and still fewer would now be able to decipher it; yet it contains, in relation to the affairs alluded to, some information that I deem worth your perusal, and here you have it word for word.

"13th May.—Enemy in motion; obliged to quit Zafra and bivouac near Los Santos for the night.

"14th.—About seven A.M. pickets under command of Captain Joseph Doherty attacked and driven in. Regiment mounted, and received orders about twelve to retire on Santa Martha, where we bivouacked, and passed the night unmolested.

"15th.—Mounted at dawn. Enemy hovering in great force about Santa Martha, from whence we moved off about twelve, leaving a rear-guard, which, as we neared Albuera wood, was pressed by the enemy's advance. Skirmished. Macalister's troop ordered to support rear-guard. Regiment formed column of division and passed the wood at a trot. Halted, and formed line to its rear, and retired by alternate squadrons to the Albuera bridge. Halted and dismounted, waiting for orders. The enemy did not show beyond the wood. Here the squadron (Buchanan's) detached (29th April) with Colonel Colborne, on particular service, rejoined us. About five in the evening mounted, passed the bridge going off to the left in sections of threes, by order of General Long, to deceive the enemy as to our actual strength. Bivouacked in rear of the ground that became the

scene of conflict next morning. Drought on picket at a ford in our front ; disturbed about midnight by some Spanish troops passing over our ground.

"Seven A.M.—Drought's picket driven. Regiment mounted. A large column of infantry, covered by numerous cavalry, advanced upon us with a heavy fire of artillery. Dean (now Col. Dean Pitt, 80th Regt.) hit by part of a shell, and though much hurt, and pressed by the General to quit the field, continued with him. Regiment fell back. Colonel Muter's (now Major-Gen. Sir Joseph Straton) squadron detached to the bridge ; enemy's cavalry deployed and formed two lines. Admirably posted by General Long in rear of a ditch. General Lumley assumed command. We manœuvred and maintained our ground to the close of the fight. Lefevre's guns and the ditch saved us from being attacked by the enemy's cavalry, treble our force."

Regarding Los Santos, the division marched from Santa Martha at two in the morning of the 16th April. Boyce's squadron formed the advance : and when within half a league of the town we were halted and dismounted for a considerable time, when General Long came upon us suddenly from the front, ordered us to mount, break into column of division, leading us through the skirts of Los Santos at a trot, closely followed by the regiment, into a narrow lane ; broke into column of threes ; a couple of hundred yards beyond which the enemy appeared formed up and ready to engage us. Instantly we cleared the lane Boyce brought forward his left shoulders, fronted, and went at them with an impetus they could not stand. The sequel is unnecessary.

During all this period I was with Boyce, and must have seen the Marshal and General D'Urban, but until the enemy were completely routed, and we had pursued them nearly two leagues, I cannot bring it to recollection, nor does it appear in the record-book of the regiment, that the Marshal or General d'Urban was with it sooner ; and here let me give you the exact words of said book :—"After having pursued the enemy, and made many prisoners, Marshal Beresford came up and ordered the pursuit to cease and the regiment to dismount."

And now, to go back to Campo Mayor, nothing can be more correct than General Long's account of that affair, for in no essential does it differ from the records of the regiment written at the time, and now lying on my table. On this occasion, and indeed throughout the whole Peninsular campaigns, I was with Boyce's squadron, and he, Macalister, and I lived together ; and talking of him, Macalister says true when he speaks of his respect for and confidence in General Long. No man, I am certain, had a higher trust in the ability and firmness of the General than poor Boyce ; and here let me add that I never heard the report of the regiment being captured attributed to General Long ; nor did I ever hear of distrust in his capability, and I *know* that both officers and men of the regiment admired him, and had most perfect confidence in him ; and I think he could then have gone anywhere and done anything with the 13th Dragoons that cavalry were capable of doing.

My memoranda touching the movement to the right with Col. Colborne point out three distinct messages, ordering him to bring up, ere he could be induced to halt ; and I have it booked that the squadron was formed to its front to go at the enemy, when the third messenger came up with peremptory orders to halt and dismount, which was most reluctantly complied with, as much to the annoyance of the Colonel—who would I am confident have charged with the squadron—as it was a disappointment to every one present, at losing the pleasing chance then so perfectly within our reach. My impression is, and it leads me to believe it to have been at the time that of the entire division, that had the 13th been supported, not a man would have escaped ; and had Colonel Colborne been allowed to go on, not a gun or particle of baggage would have got away.

I am at all times a bad scribe, yet the recollection of our General and those days is pleasing to me; and I shall be very glad that this letter reaches you. Just at present my time is not sufficiently my own to send you copies of our regimental records of these affairs, and the many others in which General Long was engaged with the regiment; but should you wish to have them or any information that I can give, rest assured it will afford me very great pleasure to forward them to you. I send this by a brother officer, who returns in bad health to Europe, with the hope that he will deliver it; but should he fail to meet you in town I have requested that he will make it over to your bookseller, who of course knows your address.

Believe me to remain very sincerely,

A. T. MACLEAN.

To Charles Edward Long, Esq.
39, Mount St., London.

Pray excuse the very hurried manner in which this is written.

Errors and Omissions in James's Naval History.

MR. EDITOR,—I observe that James's Naval History is being republished in parts. Now, although I think Mr. James evinced great industry in the collection of much valuable material for his work, still he has left it very defective and inexact; and that great desideratum in English literature, a good and impartial naval history, remains to be supplied.

The following omissions and mistakes, with which the history abounds, come more immediately under my own knowledge, or personal observation; and with your permission, Mr. Editor, I will enumerate them chronologically as they occurred, making such observations on the occurrences, in the form of comments, as I think they require.

The Sylph, brig, of 18 guns, commanded by Captain Charles Dashwood, twice engaged a French frigate in August, and I think September, 1801.

After returning to Plymouth, and repairing the damages sustained in her engagement, the Sylph a second time encountered a frigate, supposed to be the same she had before engaged, in nearly the same latitude and longitude, and a second time repulsed her. Captain Dashwood hailed the frigate repeatedly in both actions (it was in the night) to ascertain her name and nation, but received no answer; and in consequence of not being able to tell the name, and other particulars of the frigates with which he had been engaged, Captain Dashwood's promotion was delayed until some time after his second encounter.

Two French national armed vessels, L'Inabordable and Le Commode (brig and schooner), chased on shore to the eastward of Cape Blanez, in June 1803, by the Immortalité, cruizer, and Jalouse; and floated, and brought off by their boats under a heavy fire from the batteries, and of musketry from the beach.

The zeal, intelligence, gallantry, and untiring activity of Sir Edward Owen, during the whole of the war, from 1803 to its close, are but little noticed by Mr. James—so little, indeed, that it would be difficult for one unacquainted with Sir Edward's indefatigable services to point out for what he had been rewarded with the Order of the Bath.

The Amethyst encountered a French corvette and brig some time in the autumn or winter of 1803.

The Amethyst, a fine 36-gun frigate, was repulsed by the corvette *alone*, after being very roughly handled; the brig having made off, and taken no part in the action. The Amethyst had several men killed and wounded, and was much cut up in hull and rigging.

Captain Campbell, her commander, was dismissed his ship, and placed at the bottom of the list of Captains by the sentence of a Court-martial.

A gun-boat, manned by Lieutenant John Foote and a party of men from the *Queen*, lying at Gibraltar, was captured by Spanish row-boats in October 1806.

The gun-boat had, I think, thirty men on board, and was sent out to assist in protecting a large convoy of transports, under charge of the *Royal George*, which were detained for several days off Cape Spartel, unable to get through the Gut, by a strong easterly wind.

The gun-boat, in proceeding to the westward, was chased, overtaken, and captured, apparently in a trice when they got fairly alongside of her, by two Spanish row-boats.

The services of the *Tigre*, Captain Hallowell, and her officers, during the second expedition to Egypt, are very slightly noticed.

Captain Hallowell was nine days and nights on shore with the Army, during the whole of which time he was not in bed, nor were even his boots taken off. The Christian name of Lieutenant Boxer, who commanded the division of seamen on shore, is called James in the history, whereas it should have been Edward. No mention whatever is made of the attack on Rosetta, although a detachment of seamen from the *Tigre* and *Apollé* accompanied the force sent upon that expedition.

In the Council of War which was held respecting the evacuation of Alexandria, and final abandonment of Egypt, no stipulation in favour of the friendly Arabs, nor for the restoration of the English prisoners, amounting to at least a thousand, was made until Captain Hallowell, who in vain urged the necessity of such an arrangement, was compelled to declare that he would order every transport to sea, and not embark a single soldier, rather than thus abandon our friends and countrymen to the mercy of the Turk; and by his firmness and resolution a treaty was executed, which guaranteed perfect safety to the Arabs, and stipulated for the restoration of all prisoners: and thus had Captain Hallowell the satisfaction to reflect, that in quitting Egypt, our army left it with untarnished reputation.

In giving an account of the *Redwing's* (Captain Usher) action with Spanish gun-boats in the Bay of Gibraltar, in 1808, she is described as a brig of *ten guns*.

The *Redwing* was one of the finest of the class of 18-gun brigs in the Service.

The action of the *Scout*, commanded by Captain Rait, in the year 1808, with two French brigs in the Gulf of Genoa.

No mention whatever is made of this very gallant action, in which the *Scout* beat off two brigs, one of equal force with herself, and the other nearly so; and for which Captain Rait, who commanded, and Mr. Battersby, the First-Lieutenant of the *Scout*, were both promoted.

The skirmish between the *Menelaus* and a French frigate and brig, off Toulon, in the early part of the year 1812, is incorrectly related, the author having said that the inshore squadron was hull-down at the time of the engagement, whereas the waterline of the combatants was distinctly visible from the squadron.

The dash of the *Menelaus* at the French frigate and brig was bold and spirited, as were all the actions of the lamented Sir Peter Parker. But on this occasion, I can safely say, the *Menelaus* ran no risk from the French fleet, which got under weigh from the Road of Toulon to cover the retreat of their friends. The inshore squadron and body of the English fleet were sufficiently near to afford her protection in case of need.

The services of Rear-Admiral Hallowell and his flag-ship are entirely omitted from the beginning of 1812 to the end of 1814, during the greater part of which time the Rear-Admiral commanded on the east coast of Spain, and was acting in conjunction with the Anglo-Sicilian army.

During the time the Rear-Admiral was co-operating with the Sicilian army, nothing could surpass the zeal and intelligence which he displayed. Whilst he lay at Alicant, to be near the head-quarters of the army, his

squadron was stationed along the coast to the greatest advantage; and the transports were ordered and disposed so that the whole of the army, with cavalry, commissariat, battering and field trains, could be embarked at once without the least irregularity or confusion. Nothing escaped his watchful attention. He was in constant communication with the Quartermaster and Commissary-Generals, and at his suggestion many things required in the departments of those functionaries were procured, which, but for his care and foresight, would have been overlooked and unprovided for. Transports were despatched to Majorca, and the coast of Barbary, for forage; for, from the great and unusual assemblage of horses and mules requisite for an army of such a force, he foresaw a scarcity of that necessary article in the neighbourhood of Alicant. A secure wharf, the plan of which entirely originated with himself, formed of piles, and firmly planked over, was run out by the carpenter's crew of the Malta, in the fittest part of the Bay of Alicant, to be in readiness to embark the horses and mules on any emergency, where they could walk into the boats, without the necessity of interfering with the troops, or being slung or lowered from the jetty: and it is a fact, that the whole of that army, amounting to 13,000 men, breaking up from their cantonments around Alicant, marched to their allotted stations, and were embarked, with horses, commissariat, siege and field guns, and sailed at two o'clock the same afternoon, and might have been landed in thirty-six hours after they quitted Alicant, in the Bay of Tarragona, had the General commanding so willed it.

It is needless to dwell on the tardy and vacillating movements and operations of this army during the first siege of Tarragona, and its subsequent proceedings. Admiral Hallowell did all he could, both by advice and example, to infuse into them some of his own zeal and energy. When at length the siege was decided upon, every assistance which his ship and squadron could provide was cheerfully afforded. Working parties were on shore day and night from the squadron, and the heavy guns were all mounted and drawn to the batteries by the seamen; while the Admiral himself was ever present, animating, cheering, superintending all things. The boats of the Malta, Fame, and Leopard, together with several gun-boats, borrowed from the Spanish Government, and manned by the squadron, and also three English gun-boats, which joined the Admiral from Cadiz, were stationed, some so as to command the coast road leading from Barcelona to Tarragona, (Ballaguet, which commands the pass out of Valencia, was by this time in our possession,) whilst others cannonaded from time to time the Fuerte Real, and sea-face of the fortifications, in order to distract the attention of the besieged, and draw their fire from the parties working at the trenches and batteries.

When the General, to the universal astonishment of the Army and Navy, changed his mind from an immediate assault, which I know was ordered, to a precipitate retreat, stores of every description were abandoned. The carriages of the heavy guns and mortars, together with the platforms of the batteries, were ordered to be burned, although the Admiral offered, on his own responsibility, to bring off the whole, if a small rear-guard were left for the protection of his working party; and it was owing entirely to his firmness and foresight that the horses of the cavalry and artillery were saved (their throats having been ordered to be cut), and embarked without loss or accident, from a wharf which he had had constructed in the western part of the Bay of Tarragona, similar in every respect to the one already described.

Perhaps I have dwelt too long on this subject: but I have done so to point out a glaring omission on the part of Mr. James, and also to show that Sir Benjamin Hallowell's services, during a very trying and critical time, were neither ineffective nor unimportant. And here, before I conclude this notice, permit me to say that the memoir of the life and services of that lamented and distinguished officer, which appeared in the United

Service Journal, disappointed the expectations of his friends. Had application been made to the gentleman that officiated as his secretary during the time the Admiral's flag was flying in the Malta, he, I am sure, would willingly have furnished such notices and anecdotes of Sir Benjamin as would have proved highly satisfactory and gratifying to all his friends.*

But to return to the Naval History.—The operations of the Squadron in the Adriatic, towards the close of the war, are related in a hasty and slovenly manner. Many occurrences highly important, and reflecting the greatest credit on those engaged in them, are entirely omitted. For instance, not a word is said about the siege and taking of Cattaro, though it is well known that Sir William Hoste was as justly proud of that well-planned, arduous, and brilliant undertaking, as of any action of his eventful life.

Sir Josias Rowley is named as the officer who commanded the Squadron when Genoa surrendered in 1814; whereas Sir Edward Pellew was present with the Caledonia, and three or four sail of the line.

I could give many more instances of omissions and inaccuracies with which the history abounds; but I fear this letter has already swelled to an unreasonable length. Many brilliant and important services are omitted, or slightly mentioned; whereas the capture of a *Chasse Marée*, or *Trabaccolo*, by boats, is frequently dwelt upon as an action of the greatest merit and gallantry. But every sea-officer, who served in the late wars, knows that if every boat enterprise of the kind were detailed, no history could contain what might be written on the subject. The observations and remarks, likewise, on various actions, and on the discipline of particular ships, are often hastily formed, and injudicious. Nor do I think the spirit and temper in which he always speaks of the Americans is to be commended. In my opinion it was sufficient to let the world know how greatly superior in respect to force their ships were to the English in nearly all the actions fought during the war, without descending, as he does, to contumely and abuse. Such language can only be tolerated in an ephemeral pamphlet of the day; it is quite beneath the dignity of history.

In conclusion, if the gentleman who has undertaken to revise and edit James's Naval History does not display more judgment, impartiality, and candour than he did in his correspondence with Captain Scott relative to certain strictures, which he passed on the conduct of Sir George Cockburn, and greater accuracy than appears in the "Life of a Sailor," in which he describes himself as belonging to the *Menelaus*, at the time of her action with a French frigate and brig off Toulon in the year 1812, I fear he is but badly qualified for the task he has imposed on himself. In giving an account of that action he not only disingenuously suppresses the fact of the British fleet being at hand, and the advanced squadron within four or five miles, when the *Menelaus* hauled out, but, if I remember rightly, leads the reader to believe that it was quietly at anchor in Mahon Harbour at the time.

Many other inaccuracies and foolish exaggerations are detailed in his account of this action, of the whole of which the writer of this was an eyewitness. The lamented Sir Peter Parker wanted no injudicious encomium to add to a reputation which was already so widely established. The story of the "magical" shifting of her wounded fore-topmast, and the

* It is the business and duty of the friends and relations of deceased officers to communicate to us the biographical details alluded to. Beyond the prominent public events in the career of such officers, we cannot be expected to possess materials for biography, or to know the best sources from which they may be derived. In order to make our records of this description accurate and satisfactory, we have repeatedly solicited communications from competent quarters—and with the same view have made it a rule to defer memoirs of services, &c., for a month or longer, in order to afford time for their completion and receipt. Any deficiency in our biographical notices rests therefore with the friends and relatives of the deceased.—ED.

chasing and cannonading the French fleet to anchor, is all "leather and prunella." Sailors know, Mr. Editor, that shifting a fore-topmast at sea, unprepared and unexpectedly, is not the work of conjuration—and they also know that he who should pursue an enemy's fleet so closely as the author of the "Life of a Sailor" has represented the Menelaus to have done, in the instance before us, unsupported and unprotected, would be considered as nothing less than a madman.

MEDITERRANEUS.

Rank of returned Officers of the Legion.

MR. EDITOR,—I would wish to draw your attention to a matter in which it appears to me that the dignity of our profession is in no small degree involved. I allude to the deluge of Captains and Field-Officers we shall by and by have from Colonel Evans's Legion. My attention has been called to the subject in consequence of the precedence claimed by a certain officer who, in our own Service, is neither more nor less than a half-pay Lieutenant, but who, having served his twelve months with Evans, became Lieut.-Colonel. Now I should like to know why myself, and of course all others of my rank, are to be pushed into the back ground by these (so to say) self-created Colonels and Generals. Besides, letting alone the above annoyance to the King's Officers, it must be evident that, in the event of the war continuing for years to come,—and of this there seems every chance,—we shall see old England in one respect like America; I mean that every other man one may meet will be a Field-Officer. It appears that an Officer serving his year is pretty sure of his Lieut.-Colonelcy—I have not seen a single Major—and then home he comes with all his honours thick upon him; and now, because I do not choose to call him Colonel, I bid fair, forsooth, to have my brains blown out. I shall, however, finish with two or three plain questions, and hope from your experience a plain and candid explanation. Are we to consider an Officer returning from the Legion, and bearing a title far above the rank he holds in our Army List, as warranted in holding that title? Are we to allow him precedence? Are we, moreover, to take any man's own word for his rank? These are points which should at once be brought to issue. For myself, I confess I am not at all disposed, after a service of thirty odd years in all parts of the world, to be elbowed aside by these gentlemen.

A MAJOR ON FULL PAY.

* * In our judgment there can be no difficulty in this case. The foreign rank conferred upon the Officers of the Anglo-Spanish Legion applies only to the services of such Officers in the country which raised and employed them,—it is purely local and temporary, and cannot for an instant be supposed or permitted to compete with the rank of the King's Officers. The good sense of the mass of the Auxiliary Officers themselves will doubtless prevent any such unwarranted and ridiculous assumption; and we would refer them to the examples of the most distinguished Officers who have withdrawn from the Legion for their guidance, if necessary, in a matter so simple.—ED.

Relief of Bilbao.

"Fas est ab hoste doceri."

MR. EDITOR,—Instead of wasting our time in unavailing lamentations over the check recently sustained by the soldiers of Charles V., it may be well to investigate the causes of their overthrow, and to ascertain the best means of obviating similar results.

To one cause may be traced their failure in the assault on Bilbao, their

ignorance of any mode of combat except with fire-arms. Would an escalading party, trained after the Saxon mode, have dreamt of burning powder against covered men? Would officers accustomed to expect collision have exchanged swords for cartridges, or have stood firing on the summit of an open breach? Would Sir Philip Broke have carried the Chesapeake had he trusted to file firing? Would Sir Edward Hamilton have won the Hermione by the use of fusils? And wherein lies the difference betwixt cutting out a frigate and storming a redoubt, or what is the reason, that whilst soldiers usually fail in assaults, sailors in equally desperate circumstances as usually succeed? Simply because the former,—I of course except the Germans, who within the last four years have gone far towards wiping off the reproach,—are taught only to annoy their adversaries at a distance, whilst the latter know that by closing they can at once destroy their foemen and protect themselves!

We should ridicule a chief, who led into action skirmishers drilled to every movement, but ignorant of the manual! Why should we not equally deride leaders, who leave their men impotent to close on enemies who stand firm. Would cavalry collisions ever occur but for the sword exercise? How then can we expect them, with infantry untaught, to wield the bayonet?

Twelve months since I stated in your Journal, that sailors alone would ever rout the royalists: yet I scarcely expected that so small a band as the crew of the Ringdove could have achieved so high an exploit. Had Espartero's troops been able to fire, it is evident that they would have practised their instructions, have blazed away fifty or sixty rounds, and losing one-fourth their number from the Carlist fusillade, at last have given way. Hence, then, the want of powder which obliged the Christians to rush on madly, gave them success, and suspended the overthrow of anarchy in Spain.

But would that success have been attained had the Royalists learned to wield lethally their arms. In the hands of a Saxon the bayonet tells at eight feet and consequently reaches over a parapet, and three thrusts at least with one vertical blow, or a stroke with the butt, will be delivered by the soldier before closed upon. I know the bayonet is by many regarded as an arm for imposing on weak men's fears: let those who entertain this opinion learn its use. I once deemed it a weak and a feeble arm: at present, without firing, I could hold a window, a door-way, a staircase, against all the revolutionists in London, or Dublin, aye! and Westminster to boot. Indeed, a skilled bayoneteer regards a pitchfork, pike, or opposing bayonet, but a bulrush or a straw.

But the bayonet exercise is fatiguing! Not more so, I state from experience, when performing with a regulation rifle, or a serjeant's fusil, than that of the cut and thrust, and less so than that of the old light dragoon sabre. Its chief difficulty lies in performing the extension and lunge. Our present muskets, however, are rather too long, and their bayonets thicker than is either necessary or convenient.

COLD STEEL.

Mounted Infantry.

MR. EDITOR,—Every novelty, or at least every successful and advantageous novelty, is worth recording in a Journal such as yours; and amongst the most favourable experiments which I have seen during a tolerably long service, that which I am about to describe has far exceeded general expectation.

In the late Kaffir war at the Cape the want of a British mounted force was found so detrimental to our wide operations, that the Governor (an old Cavalry General) resolved on placing on horseback a certain number of the British Infantry.

A troop of fifty of the 75th Regiment was immediately formed, com-

posed of light, eligible men. They were soon drilled—ay, and by their own Infantry officers—in all the preparatory exercise of the riding-school, and a more perfect or effective troop of Hussars cannot probably be produced in the European armies.

They have no additional pay, clothing, allowances—but they like the duty, and are not insensible to the pride of acting in a select service. In fact those who have seen their behaviour, activity, and intelligence during their scattered duties in the field, and in bivouac (indeed they have never seen a barrack or a stable for the last two years), have been struck with great admiration at the perfect success of this hap-hazard trial of their capabilities, and of their discipline.

The men present a somewhat novel but highly soldierlike appearance. They are dressed in short red jackets, forage caps, and leather overhauls. Their carbines, on the march, are covered with a rough sheepskin, and they have no finery or “razors” amongst them: a short but handy sword completes their equipment; and the sword-belt is so managed as also to sustain a small pouch holding thirty rounds of ammunition, which slides round to any part of the waist most convenient for loading or riding.

The field duties of these mounted “Tirailleurs”* are, as already remarked, essentially detached and desultory, but they work when requisite compactly and steadily in squadron; and if the war had continued, this useful expedient might have been extended to the placing on horseback the whole battalion—that is, to the easy conversion of a regiment of English Infantry to an entire regiment of Cavalry. With the predisposition to smartness and military skill, which seems to belong to these people generally, there can be little question as to their being as efficient and serviceable, whenever wanted, in the one capacity as in the other.

Talk of the dull and ignorant brutality of degradation of the British soldier! and of his being held to fight merely by the terror of the lash, and of his exhibiting no better qualities in the field than the obstinate unyielding national attributes of the bull-dog! Talk of the “born soldiers” of the French and Prussian armies—their innate intelligence and superior self-adaptation to the profession of arms! Here, Mr. Editor, may we show, in this one little instance—here may we exhibit to Messrs. Van Groolman and Muffling a pulk of British Infantry, who, mounted or on foot, will shrink in comparison with none of either arm, on those out-post duties, which these gentlemen, in sweeping phrase, denounce the English as altogether unfit for; and who will prove that which, if necessary, could be equally proved by half the other “fifties” in the British Army, namely, that if the capabilities of the men are duly fostered, and that circumstances demand a display of their varied energies or qualifications, they are no more deficient in intellectual requisites, than in that inherent and invaluable boldness which their galled calumniators reluctantly admit them to possess.

I am amongst those who have seen this good experiment of mounting Infantry thus successfully proved; and if the instance is a small one, it must be remembered that the resources on which it was formed were small also; and having ascertained the public economy as well as utility of the measure, I am of opinion that it may be very beneficially extended in our Colonial Service, where small bodies of Cavalry are often thus suddenly required for service. And I hesitate not, therefore, to recommend the publicity of this instance, and to advise no officer to apprehend its failure, or to imagine (because our proceedings in the field are perhaps not quite so summary in helping ourselves as those of the Prussians) that our Eng-

* These men are called the “Tirailleurs;” but being chiefly Irish, they lost no time in designating themselves the “Too-ra-loos,” by which more congenial appellation they seem now generally to be recognised at the Cape.

lish soldiers—the admitted soldier of battles—is the mere machine he is too often considered to be by those who are themselves too careless of him to wish that he should be more.

MAC MAJOR.

* * In a former Number we stated the employment of this mounted force at the Cape; though we did not then enter into all the details included in our correspondent's description.—Ed.

Retiring Allowance to the Officers of the British Army.

MR. EDITOR,—Adverting to the admirable appeal from the Army to the Commons of Great Britain, which appeared in your Journal for January last, and which has so strong a claim not only upon the generosity and sympathy, but also upon the justice, of that honourable assembly, I have ventured, as belonging to a Junior Service, almost always acting in concert with that of his Majesty, to offer a few remarks upon the very inadequate retiring allowance which is at present granted to the officers of the British Army.

When coming forward to use my humble endeavours, as an officer of long standing in the Company's Army, to prove the reasonableness of the claims preferred in the appeal, and to express my conviction that my opinion would be received by every officer in the Company's Army.

Company:

smallest difference in the pay and allowances granted to his Majesty's officers and those of their own army; and if your correspondent is a young man, I hope he will permit me to mention that, although Europeans, and particularly British soldiers, are incontestably superior to the native soldiers of India, however well disciplined, yet each has his peculiar merits; and it is my firm conviction that an army composed of Europeans and natives, such as our Indian Army, would, in the course of a campaign on the arid plains of Hindostan, or the woody hills and swamps of the Deccan, prove an overmatch for an army of equal numbers, composed entirely of Europeans. That the latter, encumbered with an enormous number of sick, which would be constantly increasing with the fatiguing duties of detachments, sent out without intermission to procure inadequate commissariat supplies, would, towards the close of a campaign, become an inactive paralyzed mass, incapable of active exertion; whilst their opponents, having all their wants supplied, without the fatiguing duty of procuring provisions (which would be performed by the natives' troops), would at the same period, from being inured to field service, be fitter for offensive operations than at its commencement; and be ready, when an opportunity offered, to attack and overwhelm their opponents. But a truce to controversy. I came not here to make invidious comparisons, my sole wish being to see the officers of his Majesty's Service placed upon an equal retiring allowance with those of the East India Company.

The British infantry of the line, as mentioned in the appeal, can only be reckoned an Army of the Colonies, in which by far the greater part of the officers and men pass their lives in perpetual exile. If we add to this that in a great many of the colonies in which they are doomed to serve, the hand of death consigns annually a large proportion of their number to the grave; and that of those who survive, the far greater part return to their native land with impaired constitutions, the inevitable consequence of a protracted residence in tropical climates; it might naturally be expected, from the known generosity and humanity of the British nation, that the toils of the veteran who had the good fortune to survive his comrades, after having fought the battles of his country in Europe in a manner that will excite the admiration of posterity, and having discharged the arduous

duties of his profession under the debilitating influence of tropical disease, in a state of exile from his native land, would, towards the close of life, be rewarded with a retiring allowance bearing some proportion to his rank, his place in society, and his past services. The contrary of this is well known to be the fact: the British officers in their old age, when worn out in the Service, and suffering from exposure in every variety of clime, being at present worse rewarded than those of any state in Europe, who rarely quit their own country. His sole remuneration from the State being his half-pay, which, from its inadequacy to support him in a manner becoming his former rank, obliges him to drag out the remains of life, deprived of hope, the last refuge of the unfortunate, in poverty and obscurity, from the want of means to enable him to intermix in society with his former associates.

Deeming the claims of the veteran, in the British Service to a more liberal retiring allowance to be indisputable, and auguring that a brighter prospect is now dawning upon him, in consequence of the powerful appeal so lately made in his belief; I think it right (previous to my particularizing the scale of retiring allowance, which I would beg leave to recommend) to examine, as unconnected with the Service, the reasonableness and the justice of establishing the absolute right of every officer who has served the State the prescribed period to entitle him to a retiring pension, to the restitution of whatever part of his own fortune he may have advanced for the purchase of his commission at the regulation price. The recovering of these sums by the sale of his commission cannot surely be construed by the most subtle political economist into a reward from the State. On the contrary, the money so recovered will not be from the public purse, but from the officer who purchases his commission; and the refusing of this restitution would, as stated in the appeal, be placing the officer who had expended his own money in the public service, in a worse situation than him who had no money to sacrifice. It would, besides, if the veteran officer should die, leaving a wife and family, be depriving the widow and the orphan of what of right belonged to them, and leaving them very often in a state of destitution. Such a system will not surely be countenanced by the British Senate; private property will by them be held sacred, and the reward to the old officer will be granted by the State, perfectly distinct from the restitution of whatever part of his own private fortune he may have expended in the Service in which he has passed the best years of his life.

Considering the reasonableness of this claim to be incontestable, I will now proceed to submit what I consider a fair and just scale of retiring allowance to every rank in his Majesty's Service, both at home and abroad, premising that I consider the present practice of promotion by purchase both necessary and useful, to induce a due proportion of the noble and the wealthy to enter the British Army, along with the soldier of fortune. To the former, who only intend to pass a few years of the prime of life in the Service, and then to retire, the privilege of purchasing and selling their commissions may be safely continued without its affecting those who make the Army their profession. It is only to the latter that an adequate retiring allowance becomes of the first importance. It is this prospect which ought to cheer them when encountering the many hardships and dangers to which those devoted to a military life are so frequently exposed.

To give every arm of the Service an equal chance of benefiting by retiring upon full-pay after a stated number of years of effective service, I would beg leave to recommend,—

1st. That the period of home service which should entitle an officer to the retiring allowance of full-pay should be forty-four years. This, if he entered the Service at the age of eighteen, would enable him to retire when sixty-two years of age.

2nd. That every officer who served in our North American colonies, Gibraltar, the Mediterranean, the Bermudas, St. Helena, the Cape of

Good Hope, the Mauritius, New South Wales, and Van Diemen's Land, for thirty-three years, should be entitled to a similar retiring allowance, which, if he entered the Service at the age of eighteen, would enable him to retire from it at the age of fifty-one years.

3rd. That every officer who served in the East Indies or Ceylon, the West Indies, or the West Coast of Africa, for twenty-two years, should be entitled to the same retiring allowance of the full-pay of his rank at the age of forty years.

4th. That, besides this, every campaign which an officer served in Europe against the enemy should count as two years of home service; and that for every two years an officer remained on half-pay, from having been reformed by the reduction of his corps at the conclusion of a war, should count, on his being again placed upon full-pay, as one year of home service.

This would make one year's service in our healthy colonies of North America, &c., mentioned in No. 2, equal to eighteen months' home service; and one year's service in the unhealthy colonies of the East and West Indies, &c., equal to two years of home service.

Considering it very improbable that a British officer should remain forty-four years on the home Service without having at any time served in the colonies, or with our army whilst employed during a war on the continent of Europe; let us consider how the above scale of service would affect the officers who make the Army their profession, and who have devoted themselves to the Service of their country:—

1st. Let us suppose that an officer, on his first receiving a commission, served two years as an Ensign in England; and that he afterwards served three years as a Lieutenant during the war in the Peninsula, and that he was then placed on half-pay at the peace by the reduction of his corps; that twelve years afterwards he got again upon full-pay on the augmentation in a regiment ordered to India, and that he remained fifteen years in India, during which time he got promoted to the rank of Captain—this officer, by the proposed arrangement, would be enabled to retire from the Service on the full-pay of Captain at the age of fifty years, after having completed a period of service equal to forty-four years' service in England.

| ABSTRACT. | Home Service. Years. |
|---|-------------------------|
| Served in England as an Ensign | 2 |
| Ditto in the Peninsula as Lieutenant, three years, equal to | 6 |
| Ditto twelve years as Lieutenant on half-pay, equal to | 6 |
| Ditto fifteen years in India, during which promoted to Captain, equal to | 30 |
| Equal to | 44 |

2nd. Let us next suppose that an officer, after having served four years as an Ensign at home, went with his regiment to our North American colonies, where he remained twelve years, and was promoted to a company; that he then returned home with his regiment, and after remaining with it at home four years, was ordered out with it to India, where he remained nine years, during which time he got a Majority by purchase. This officer, after having served the periods mentioned on the home Service, in North America and in India, would be entitled, after having sold the commission he purchased, to retire from the Service on the full-pay of Major, at the age of forty-seven years.

| ABSTRACT. | Home Service. Years. |
|--|-------------------------|
| Served in England as an Ensign | 4 |
| Ditto in North America as Lieutenant, and where promoted to a company, twelve years, equal to | 18 |
| Ditto at home as Captain | 4 |
| Ditto in India, when promoted to Major, nine years, equal to | 18 |
| Equal to | 44 |

3rd. I will suppose, as a third instance, that an officer, after having served forty-nine years at home as an Ensign, proceeds to join his regiment in the East or West Indies as Lieutenant, and remains with it ten years, until he is ordered home, when he exchanges as a Captain into the corps sent out to relieve him. This officer, after having served twenty years in the colonies, which, with his four years' service in Britain, would be equal to forty-four years' home service, would in all probability be only enabled to retire as a Captain, at the age of forty-two years; as when he exchanged from his first regiment he would have to come in the youngest of his rank into the one sent out to relieve him.

ABSTRACT.

| | Home Service. Years. |
|---|-------------------------|
| Served at home as an Ensign | 4 |
| Ditto in the East or West Indies, where he is ordered with his corps, as Lieutenant, and promoted to a company, ten years, equal to | 20 |
| Ditto in the corps into which he exchanged as a Captain, ten years, equal to | 20 |
| Equal to | 44 |

The above may be reckoned a fair criterion of the present scale of promotions in the colonies, though there are instances of officers having obtained the rank of Lieutenant-Colonel after twenty years' service, and some even in a shorter time; but such instances are very rare, and when they do happen, if the officers who are so fortunate are really fond of their profession, they rarely then quit the Service. A new prospect then opens to their view, in India, of brigadier's commands, with the distant vista of the command of a division; and those who have been cheered by these alluring expectations remain in the Service expecting a regiment, and are often visited by death whilst indulging in reveries of a happy retirement, at some future period, to their native land.

Still a few may retire; and our political economists may exclaim that it is too much to allow them to retire, after having served a period equal to twenty-two years' service in the colonies. To them I shall only say, that if they knew how very few of the Company's officers who embark for India in the prime of life (generally about eighteen years of age) live to complete their twenty-two years' service, they would not consider it too much. If they consulted an actuary on the subject, and he was told that not one out of four of those sent out to India completed his twenty-two years' service, he would recommend the filling up of vacancies in the East and West Indies from the half-pay list, at present so burdensome to the State, as a certain means of thinning their numbers; whilst giving them a chance of completing a period of service equal to twenty-two years in the colonies, to enable them to retire upon full pay.

Having shown that the present retiring allowance to the British veteran officer is insufficient for his support in his old age in the manner which his services to his country entitle him to, I will now proceed to examine the right of the Cornets and Ensigns to be placed upon half-pay for life, on account of their past services.

In the appeal so often alluded to, it is stated that of the 193 Cornets and Ensigns receiving half-pay at the end of 1834, not one had served twelve months, and many not a single day; and calculations are made of the expense incurred by the Government by granting them half-pay, counting the expense of each since his retirement, with compound interest at four per cent, by which it appears that they have already received considerably above half a million of the public money; and are likely, from many of them being still young lives, to draw as much more before their decease. Such a profuse expenditure of the public money calls loudly for investigation; more especially when it is considered that the present retiring

allowance to the old and deserving officer worn out in the Service, and who has shared in all its dangers, in every variety of clime, is quite inadequate to his support, in a manner becoming his former rank.

To ensure a more equitable distribution of the bounty of Government to all ranks in the Service, I would beg leave to propose that the Cornets and Ensigns reduced at the conclusion of any future war should only be entitled to half-pay for an equal number of years to those they had served on full-pay, always with the exception of those promoted from the ranks for bravery and good conduct, and those who had been wounded in action, who should have half-pay for life, or until again placed on full-pay; and the Cornets and Ensigns who had purchased their commissions, who should be continued on half-pay until his Majesty should be graciously pleased to place them again on full-pay, as vacancies occurred in the line. I would also beg leave to propose that no Cornets nor Ensigns now on full-pay should be permitted to exchange on half-pay without a certificate from a committee of Army Surgeons, declaring that he was unfit for further effective duty, in consequence of his health being impaired by a residence in foreign climates, or from accidents or wounds received whilst in the execution of his duty; and I would, in the last place, propose that a commuted allowance for their half-pay should be given to such Cornets and Ensigns as were desirous to quit the Service altogether.

By these means a very considerable reduction would be effected in this branch of the military expenditure, which would at a future period materially counterbalance the expense to be incurred by granting full pay as a retiring allowance to the old and deserving officer. If along with this, the liberty to dispose of the commissions he had purchased was also conceded to him, it would (if a married man with a family) enable him to leave at his death a moderate provision for the widow and the orphan, who would otherwise, in many instances, be left totally unprovided for.

Such a scale of remuneration would surely prove highly gratifying to our beloved Sovereign, whose first wish it has always been to live in the hearts of his people. It would secure to him the blessing of the veteran with his last sigh, and the eternal gratitude of the widow and the orphan.

I am, Sir, your obedient Servant,

A SIPAHI COMMANDANT.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, 20th February, 1837.

THERE has been a little more bustle at this port than last month,—arrivals, sailings, ships commissioned, &c. &c., and I will do my best to detail them. On the 30th January, the Sparrowhawk, 16 guns, commander C. Pearson, arrived from the South American station, on which she had been employed upwards of three years. She brought a freight of dollars on merchants' account, and having landed them at Portsmouth, was paid off in the harbour in about a fortnight after her arrival. The latest information from that part of the world respecting men-of-war is derived from the Sparrowhawk. The Vice-Admiral, Sir G. E. Hamond, Bart., K.C.B., was at Rio Janeiro, with his flag in the Dublin; the Spider packet was there also, and would be the next dispatched to England. Commodore Mason, C.B., in the Blonde, with the Talbot, Actæon, and Harrier, were round Cape Horn; Rover had gone to the northern ports for freight, and would be the next ship ordered home; Basilisk and Hornet were employed as packets between Buenos-Ayres and Monte-Video; Imogene and Fly were cruising; Cleopatra was at Monte-Video. The Sparrowhawk, First Lieutenant (Harmer) heard of his promotion on getting to Spithead.

On the same day the Sparrowhawk came up, she was followed by the *Heracles*, 74, Captain F. M. Berkeley, last from Lisbon, and in a few days after she proceeded to Sheerness to be paid off. The next foreign arrival was the *Tartarus* steam-packet from the Mediterranean. She quitted Malta on the 15th January, Gibraltar the 26th, and Cadiz the 27th. Vice-Admiral Sir J. Rowley, Bart., was there, with his flag, in the *Caledonia* and the following ships,—*Asia*, *Bellerophon*, *Revenge*, *Barham*, *Vernon*, *Medea*, and *Hind*. *Vanguard* and *Harlequin* had gone to Tunis; *Portland* was at Venice, and ordered to receive on board King Otho, and convey him to Greece; *Tribune* was at Smyrna; *Sapphire* at Corfu; the recent promotion had not, of course, reached the squadron, the *Confiance* steamer, which carried it out, having only arrived at Gibraltar on the 19th January. The *Tartarus* went from hence to Woolwich to be refitted. The next foreign arrival was the *Fair Rosamond* schooner, Lieutenant *Rose*, after a long service on the Coast of Africa and the Cape of Good Hope; her news and information is as follows:—She has been paid off in this harbour. She quitted the Island of Ascension on the 2nd January; Admiral Sir P. Campbell, K.C.B. was expected there in a week, in his Majesty's ship *Thalia*. The slave trade was by no means on the decrease, notwithstanding the most active cruising of the men-of-war. The *Rolla* sent into Sierra Leone two vessels in the early part of December: and two others had arrived, captured by the *Vestal*; the *Columbine* had also departed, one called the *Volox*, with five hundred and eight slaves on board!—the latter was a brig. Lieutenant *Rose*, since his employment on the coast, has succeeded in capturing seven vessels; five of them with cargoes, the other two with the interior fittings for slaves, and all condemned under the last treaty. Thirteen hundred slaves have been released by this officer alone. During the year 1836, not less than fifty vessels have been seized and carried to Sierra Leone, for trafficking in slaves, forty-four of which have been condemned; the greater part is carried on under the Portuguese flag. The *Lynx* and *Buzzard* had also been active and successful in their cruising. The masters of the slavers resort to a new method to avoid seizure, by not taking on board any of the fittings until the last moment, when the unfortunate creatures, provisions, bulkheads, irons, &c. &c. are got in as quick as possible, and the vessel, generally a small quick-sailing schooner, makes a run for her destined port, and, unless intercepted by a British man-of-war, lands her cargo—live and dead, and returns to the coast, getting some vessel, under American colours, to carry back the fittings. When the slaves have been captured considerable difficulty has been experienced in their disposal; in many instances they are dispatched up to Sierra Leone in the craft seized, with a prize master and crew, and from the confined space allotted, numbers die on the passage. It appears that the Spanish Government have professed to enter seriously in co-operation with our Government, and endeavour to abolish the trade, and afford facility and encouragement to the seizing officers. During the last week, the Admiralty have received orders to fit out a ship, to be stationed at Havannah, for the reception of the emancipated negroes that may be conveyed there by his Majesty's ships, and the *Romney* troop-ship at this port is in consequence preparing for the purpose. It is not settled whether she is to be a depôt solely, or if, when a considerable number are on board, they are to be conveyed to the Coast in her. She will be arranged in her interior, for some degree of classification; the men, and the women and children being kept separate. It will be far from a pleasant occupation to superintend the cleanliness and health of the poor creatures. A mixed British and Spanish Court of Justice is to be established at Havannah, and James Kennedy, Esq., has been gazetted as the judge. All who return from the coast concur in the opinion, that the slave trade will never be abolished until it is made piracy.

It is very gratifying to hear that of late years the health of the crews of

the vessels employed on the coast has been generally good, arising in a great measure from the excellent provisions now in use, and also from having the island of Ascension to repair to for refreshments: the deaths are very rare. The *Fair Rosamond*, since being in commission, three years and seven months, lost but one man, and he died of consumption, being afflicted with it on joining the schooner.

The force of small craft under Sir P. Campbell's orders is considerable, and most judiciously placed. A vessel altered to a schooner, called the *Sparrow*, and at first supposed to be intended for the station, was commissioned here last week by Lieutenant Lowcay, but it is now believed that she will be ordered to join the Squadron on the South American station, and be employed off the Falkland Islands, which are in charge of a naval officer and a few Marines: in that part of the world there is more piracy than slave-trade.

To conclude these remarks on the Coast of Africa: there is a report that the Commander-in-Chief is in future to have his head-quarters at Ascension, instead of the Cape of Good Hope, the former island being more handy, and quite capable of affording every accommodation for the short periods he would reside there. A very few weeks will, however, determine if the report is founded on good grounds, as the gallant officer who now commands the Squadron, will complete his time of servitude the end of April next, and his successor nominated.

A beautiful corvette, the *Dido*, of 18 long 32-pounder guns, commanded by Captain Lewis Davis, C.B., arrived from Sheerness about a fortnight ago; but having touched the ground near Margate, while working wind, it was deemed proper to ascertain if her copper, false keel, &c., had been injured thereby, and she was laid into dock for twenty-four hours; but no damage whatever having occurred, she availed herself of a fair slant of wind, and got back to Spithead without any material detention.

While in dock the *Dido* attracted a great number of naval people to view her, and highly gratified they must have been on witnessing so beautiful a model, and such a very fine vessel. She has upwards of thirty feet beam, admirable accommodation below for officers and crew, capital quarters, and a powerful armament; but not well manned in a numerical point. Her crew of officers, seamen, marines, and boys, amounts to 145, which is insufficient to handle the yards and sails, and to fight the guns.

If the Admiralty would give her an addition to the crew of 25 A.B.'s, she would prove a match for any one of the 26 or 28-gun ships, unless they came to close quarters, when the carronades of the latter would tell. The *Dido* is upwards of 700 tons admeasurement, and although carrying but 18 guns, has a Post-Captain to command her; but as the classes of ships do not now depend on the number of guns, but on the complement of men, it is supposed the *Dido* is called a sixth-rate. Heretofore all post-ships were intended to carry 20 guns and upwards. The *Dido* has sailed for the Mediterranean, and Captain F. Moresby, to join the *Pembroke*, went passenger in her.

The ships commissioned at the port have been—the *Princess Charlotte*, 104; *North Star*, 28; *Pelorus*, 16. The first by Captain A. Fanshawe, for the flag (red at the main) of Admiral the Honourable Sir Robert Stopford, G.C.B., who has been appointed to supersede Admiral Sir J. Rowley in the command of the Squadron in the Mediterranean. (The *Princess Charlotte* is a small ship for such an officer of rank, and it is rather expected a change will take place—as the *St. Vincent*, *Britannia*, *Neptune*, and *Nelson* are better adapted; moreover, the *St. Vincent* is rigged, and has cabins, &c., already fitted). *North Star* is to be the broad-pendant-ship of Captain Lord John Hay on the north coast of Spain, and has been commissioned, and is fitting by Lieutenant the Honourable J. Carnegie, late of the *Castor*. The *Pelorus* is commanded by Commander Harding, and her destination not finally settled, but supposed to be intended for the

East Indies: these, with the Sparrow schooner, before named, are the only ones fitting in the port. There have been a number of Dutch ships here during the late blowing weather, some homeward bound from Batavia, unable to get into their destined ports. A very fine ship, with a pendant, called the General Vanden Bosch, is in the harbour, to repair some damages incurred since she quitted Rotterdam. She is a store-ship, and has a detachment of troops on board for Batavia, and will proceed thither so soon as the weather will permit.

Some more officers of Marines are under orders to embark for the north coast of Spain, in the room of three or four that have returned to England in consequence of ill health, &c. As the North Star is expected to be ready in a week or ten days, they will no doubt go in her.

There are a considerable number of miserable creatures about the town that have been sent from General Evans's Legion, covered with wounds, loss of limbs, and in the greatest possible distress: it is shocking to behold some of them crawling about the streets. The Swiftsure hulk is still appropriated for their reception, but during the late inclement weather many have died on board. We hear that some person authorized to pay arrears and issue clothing, &c. has been down, and it is good policy to do so, for the General would be pestered to death, on his return to England, unless their grievances were redressed. The Samarang returned from the coast a few days ago, and reports that General Evans has had an accession of 7000 Spaniards to his force, and intends to make an advance movement; but no one thinks he will get without the range of the British steam vessels, guns, and mortars.

We have had very severe and trying weather during this month: heavy rain and gales of wind. Another melancholy wreck occurred on the 11th instant, at the back part of the Isle of Wight, close to Blackgang Chine, and within a short distance of the spot on which the Clarendon was wrecked. A chasse-marcé of about ninety tons, was observed by the Preventive Service crew, and some fishermen, early on that morning, endeavouring to weather a point called Roeken-end; but the Master finding it impracticable, boldly ran his vessel on shore, and the send of the sea carried her sufficiently high that his life and two of the crew were saved through the praiseworthy exertions of the fishermen. An old man and a boy were washed off the deck and drowned; and the vessel was in pieces within half an hour of taking the ground. The vessel was called the Jean Marie, from Poullyeau, near Nantz, with a cargo of salt, and only out three days. The Earl of Yarborough, Lieut. Bulley of the Coast Guard, and a gentleman named Jacobs, that owns the farm on the brow of the hill, rendered every assistance to the survivors, and have received the thanks of the French Consul for so doing.

In consequence of there not being any mathematical examination of Midshipmen at the Naval College in July and January, the months of August and February generally produce a great number of candidates. The following Mates passed for Lieutenants on the 6th, 7th, 8th, and 9th of this month:—

Geo. P. Mends, Talavera; R. A. E. Scott, Excellent; F. Kemble, Stag; G. R. Moyle, Excellent; J. F. Slight, Jaseur; W. Crawford, late Edinburgh; E. P. Fuge, Truculo; G. P. Bunce, Talavera; H. R. Foote, late Thunderer; A. H. Gardner, late Sparrowhawk; John Stephens, ditto; W. G. Deane, Belvidera; C. W. Hallett, late Edinburgh; W. T. Turner, late Sparrowhawk; Thos. Carmichael, Castor; J. Y. Paterson, late Edinburgh; J. M. Boxer, Algerine; E. R. Place, Castor; J. O. Bathurst, Royal Adelaide; R. H. Dalton, Excellent; G. C. Fowler, late Edinburgh; John Franklin, late Thunderer.

It is thought but one more examination at the College will take place—i. e. in March next—as all the parties belonging to the establishment will be removed by the end of that month, the Admiralty intending to

send all the lads to sea ; and very probably Admiral Sir Robert Stopford will take a score of them up the Mediterranean to distribute in the different ships. To keep up their emulation, however, a first and second mathematical medal is to be awarded to the two best when the final inspection occurs ; and although the first medal does not now insure promotion, it has invariably helped the party to it,—and it is to be hoped that, being the last token of merit which the Admiralty intend to be given, it will meet with especial notice.

P.

Plymouth, February 18, 1837.

MR. EDITOR,—I resume my journalized correspondence from the date of my last communication, which was on the 21st ult. I mentioned in my former letter that an unsuccessful attempt had been made on the 20th to dock the *Inconstant*, in consequence of there not being sufficient depth of water : she was, however, docked early on the morning of the 23rd. At noon, when the water was out of the dock, a great many persons visited the Dock-yard, for the purpose of observing the peculiarities of the form of her bottom, which, from the high character the ship has acquired, have excited some curiosity.

The principles of naval architecture have latterly become so much the theme of conversation, and matter of speculation, that we now rarely meet with persons, at all mixed up with the naval world, who have not some notions peculiar to themselves on the subject of ship-building ; and it would seem from the remarks which were overheard to fall from many of the lookers-on, while surveying the *Inconstant* with a hypercritical eye, that if ten thousand persons were to pass judgment upon her at the same moment, every one would fancy that he could discover some little imperfection : and many would be vain enough, perhaps, to imagine that they could suggest some hint which would be an improvement (?) upon the form of that splendid frigate.

But it is not my purpose to dwell upon this subject. I will, however, endeavour to convey to you some idea, in as few words as possible, of what appeared to me to be the most striking features of the *Inconstant*, to a mere casual observer like myself.

In the first place, her midship, or greater section, (to which the learned in these matters are said to attach considerable importance), is so formed, that the sides of the vessel, for a considerable distance both before and abaft the middle of the length, are nearly straight and upright, both above and below the line of floatation, to the extent altogether, as far as I could judge, of about eight feet in a vertical direction. In this respect, the midship-section is constructed upon quite a different principle from that which constitutes Sir William Symonds' new mode of construction, it being a distinct feature of this gallant officer's system to form a "pretrusion" in his midship-sections, above the surface of the water. But to proceed with the *Inconstant* :—Her top-sides (above the straightness to which I have alluded) "tumble home" about as much as the generality of French ships, and are of a hollow or concave form, from the gunwale to a distance of about seven feet below it. The lower part of the midship-section, which commences at the keel, and ultimately unites itself with a fair curve into the form of body at the upright part of the section, is almost a straight line, which is also the case with Captain Symonds' ships, but which have rather more rising (or sharpness) of floor than the *Inconstant*.

The next peculiarity which struck me in the form of the midship-section, is the very singular shape of keel, the lower part of which is about six inches broader than elsewhere, forming what may be called a kind of dove-tail, as here represented, under the idea, no doubt, that when a vessel is on a wind, that form of keel will obstruct the lateral escape of water which presses against the lee-side of the ship, and thereby prevent her making so much lee-way. The front of the knee of the head appeared to me to be of somewhat less



substance in thickness than is common to ships of her class; if so, it would certainly tend to facilitate her passage through the water. Her stem rakes a good deal, which Captain Symonds' earliest ships also did, but which he is now altering, according to statements which have appeared in public journals, upon authority, the disinterestedness of which I apprehend no one would feel disposed to call in question.

The bow of the *Inconstant* is sharp below water, and her gripe is considered to be large. The after-body strikes the eye as being rather "full" than otherwise, in relation to the capacity of the fore-body; and the back of the rudder is rounded off, to admit of an easier escape of the water when the helm is amidships, and thus to accelerate the vessel's rate of sailing.

These, I think, are the main peculiarities of the *Inconstant*, below the water-line, which I fear I have very imperfectly portrayed, but which I have nevertheless attempted to describe, because this frigate is the "lion" of the Navy; and any particulars respecting her may be considered not merely of present but of permanent interest, both in a popular and scientific point of view.

The following additional particulars, which I happen to have by me, of the dimensions, armament, &c., of the *Inconstant* and *Pique*, will explain the nature and comparative force of these fine powerful frigates, which are fifth-rates of the present day. It will be seen by the subjoined table that the *Pique* carries heavier metal (though of the same calibre) on her quarter-deck and fore-castle than the *Inconstant*; and as the point-blank range of the former (according to a table of ranges published by Capt. Stevens, 1834, in a pamphlet on "Pointing Guns at Sea") is 380 yards, while that of the latter is only 230 yards, it is manifest that the battery which has the greater range will project the shot with a greater momentum than the other, and must, therefore, be a more effective one. It is to be remarked at the same time, that the *Pique* is a vessel of 200 tons greater burthen than the *Inconstant*, which makes her proportionably more capable of sustaining the extra weight under any position in which the ship may be placed, than if she had been of the same tonnage only as her competitor.

| | Pique. | | Inconstant. | |
|----------------------------------|----------|-----|-------------|-----|
| | Ft. | In. | Ft. | In. |
| Length of the gun-deck | 160 | 0 | 160 | 0 |
| " keel for tonnage | 130 | 9 | 132 | 0 |
| Breadth, extreme | 48 | 10½ | 44 | 8 |
| Depth in hold | 14 | 6 | 13 | 9 |
| Burthen in tons | 1633 | | 1400 | |
| Ballast | 15 tons | | 66 tons | |
| Complement of Men | 275 | | 275 | |
| Stowage of Water | 165 tons | | 151 tons | |

| Armament. | Pique. | | | | Inconstant. | | | |
|--------------------------------------|--------|-----------|---------|-------------|-------------|-----------|---------|-------------|
| | No. | Pounders. | Wt. | Length. | No. | Pounders. | Wt. | Length. |
| On Main-deck . . | 22 | 32 | Cwt. 56 | Ft. In. 9 6 | 22 | 32 | Cwt. 56 | Ft. In. 9 6 |
| " Quarter-deck and Fore-castle . . } | 14 | 32 | 40 | 7 6 | 14 | 32 | 25 | 6 0 |
| Total . . | 36 | | | | 36 | | | |

After leaving the *Inconstant*, I took a turn round the dock-yard, and

saw the fore-mast and bowsprit of the Cornwallis at the mast-house, which had been brought on shore, as stated in my last, for particular inspection; and I have since learnt that the fore-mast has had a new pair of cheeks and been fished, and that it and the bowsprit will be supplied to the ship again.

On the 24th, the Netley, tender to the flag-ship, was taken on the graving-slip, to haul part of the bottom, and perform certain works which could not be attended to in the basin, where she has for some time been under repairs, which are now nearly complete. On the following day, the luggage-vessel, called the "Haul-about," which is used for conveying stores to the dock-yard from ships preparing to be paid off, was taken upon the same slip, to make good defects. The Hamoaze hauled out of the canal, laden for Falmouth; and the Devon lighter also hauled out, with stores for Falmouth and Pembroke; and both of these craft sailed the next day for their destinations. The Rhadamanthus sailed on the 25th for Santander; and the Inconstant, alongside the dock-yard jetty, was that day mustered by the Flag-Captain. On the 26th, she hauled off from the dock-yard; so did the Stag, 46, Captain Sullivan, having taken her guns on board, and completed her works, with the exception of some trifling matters connected with the armament. The Savage, 10, Hon. E. Curzon, went out of harbour on the forenoon of the 26th, and saluted the flag in going down: she was paid wages in advance in the afternoon, but did not sail until the 2nd of this month.

A Court-Martial was held on board the Royal Adelaide, in Hamoaze, on the 27th, to try Mr. David R. Rapson, gunner, late of the Eclipse packet, on charges of drunkenness and disobedience of orders, when the charges being in part proved, he was dismissed from his Majesty's Service. The Court was composed of the following officers:—Rear-Admiral Richard Thomas, acting in command of the San Josef, and third officer in rank at this port, President. Captains John Sykes, W. F. Wise, Sir Joshua Rowley, Bart, W. B. Mends, T. B. Sullivan, and Daniel Pting; and George Eastlake, Esq., Judge Advocate.

The Partridge, 10, sailed on the 28th.

The Nightingale packet, Lieut. Fortescue, anchored in the Sound on Sunday the 29th; and on the Wednesday following, a Court of Inquiry was formed to investigate into the causes of punishments which had taken place on board, and which had been represented to the Board of Admiralty as having been inflicted with needless severity; but after a careful examination of the circumstances of the case, the Court was perfectly satisfied that the discipline of the Service fully called for the line of conduct, which the Commander of the Nightingale felt it to be his painful duty to observe; and Lieutenant Fortescue was accordingly fully and honourably acquitted. The Nightingale left Plymouth on the 3rd, and sailed from Falmouth for Lisbon on the 6th.

The Diligence, transport, arrived in the Sound on the 29th from the coast of Spain, with eighty-seven invalids belonging to the British Legion. She sailed again on the 31st, and arrived at Woolwich on the 10th of this month.

The Thunderer, 84, was paid off into ordinary at this port, on the 31st of last month. Her Captain (W. F. Wise, C.B.) was entertained at dinner at Elliott's hotel, Devonport, by the officers who had been under his command upwards of three years. The Rochester, tender to the Brun at Sheerness, sailed the same day for Woolwich, with invalids of the 70th and 92nd Regiments, who were brought home from the Mediterranean by the Thunderer. The Inconstant was towed into the Sound by the Messenger, on the 31st instant.

Feb. 1.—Favourite, 18, Captain Mundy, arrived in the Sound, from the Mediterranean, having in tow the merchant-ship "Jessie," of Liverpool.

of 600 tons, laden with timber, and fallen in with, in the Bay of Biscay, on the 28th ult., water-logged and abandoned. By a memorandum found on the cabin bulk-head, it appeared that she had been boarded by the *Robuste*, of Nantes, on the 31d ult., in latitude 48° N., and longitude 13° W., but how long she had been deserted, or what is the fate of the crew, there were no means of ascertaining. The *Favourite* came into harbour on the 6th instant, and was paid off on the 14th.

The *Canopus*, also, from the Mediterranean, arrived at Plymouth on the 1st of the month, and went into harbour on the 2nd. She sailed for England on the 3rd of January, and brought home detachments of invalids from the 5th, 59th, 70th, and 92nd regiments. She was visited, soon after her arrival, by the Port-Admiral (Lord Amelius Beaulieu), who expressed himself much satisfied with the efficient state of the ship. The *Canopus* is considered by every one to be in admirable order, and very tastefully fitted up; the tompons of the guns were faced with brass, and the paint-work is very chaste, being white with gilded mouldings, on the quarter-deck, which seems to be the Mediterranean fashion, as the *Thunderer* was painted and ornamented in a very similar manner. Several of the seamen belonging to the *Canopus* volunteered for other ships in the Mediterranean, before she sailed for England, with the view of completing their five years at sea. It is now not quite three years since the *Canopus* left England, and during that period there have been not less than twenty-one deaths on board, by disease or accident. Her late Commander, Jellicoe, died at Malta on the 6th of December, and the ward-room officers, in testimony of their respect for the deceased, have caused an appropriate monument to be erected to his memory, at the English burial-ground at Valetta. The *Columbia*, steamer, arrived in the Sound on the 1st, and sailed again the next day.

The *Stag* was towed down into the Sound on the 2nd instant by the *Messenger*, which was afterwards employed to take the merchant ship *Jessie* (which had been brought into port on the preceding day by the *Favourite*) into Catwater. The *Scorpion*, 10, Lieutenant Holland, was paid off on the 2nd, for recommissioning. The *Hamoaze*, lighter, arrived this day, also the *Cracker* cutter; the latter of which went to sea again on the 3rd.

The *Lightning*, steamer, arrived from Spain on the 3rd of the month, and after remaining here four days, sailed from Woolwich to undergo necessary repairs. As soon as she reached her destination she was docked, having touched ground near Santander; but she sustained no damage, and is now refitting there with all dispatch. On the afternoon of the 3rd instant, the *Sappho* brig, 16, built on Captain Symonds' plan, was launched from the same slip as that on which her sister-ship the *Ringdove* was built. The dimensions of the *Sappho* are the same as of the *Wanderer*, which were given in my last, wherein I enumerated several brigs whose dimensions are alike. In the list which I then sent you, the *Ringdove*, from a typographical error, is called the "*Kingdom*," a strange misnomenclature for a brig!

The *Emerald* yacht, tender, arrived here on the 4th from Portsmouth, and returned on the 9th, with gunners on board from the *Cornwallis* for the *Excellent*, the complement of the former, according to the new establishment of ordnance, of which I shall presently speak, being reduced. The *Tartarus* steam-vessel, Lieutenant James, arrived on the 5th, and sailed the following day for Woolwich, to be repaired. She brought accounts of a plague having appeared at Tripoli. She arrived at Woolwich on the 8th, and report says that it is probable she may be paid off, being in want of new boilers. The *Duck* lighter arrived from the eastward on the 5th, and sailed again on the 15th.

The *Cornwallis*, 74, was taken into dock on the evening of the 6th, and

will remain there until about Tuesday the 21st. She was paid off on the 14th, and recommissioned the next day by Sir Richard Grant, who is to be Flag-Captain to Sir Charles Paget on the West India station, for which service the Cornwallis is ordered to be brought forward. This ship has been in commission only since last March, from which period she has been cruising in the Channel, and doing duty at Lisbon, having been at anchor about five months of her time in the Tagus.

The service for which the Cornwallis is at present appropriated will not require her to carry guns on her gun-deck; she is therefore to be armed as follows, viz., she will carry twenty-eight 32-pounders (40 cwt. guns) on her main-deck; and six of the same description, together with twelve 32-pounders (17 cwt. guns) on the quarter-deck and fore-castle, making a total armament of forty-six guns of equal calibre. Her complement of men will be 432. In preparing the Cornwallis for the reception of a flag-officer, some additional accommodations will of course be necessary; but in other respects I believe that very little requires to be done to the ship. It has been stated in some of the local papers that she was to be re-coppered, but that is incorrect. She is to be fitted with a chain-messenger, a patent invention, which has already been supplied, upon trial, to many ships in the Navy, and has been very favourably reported on. The Inconstant, now lying in the Sound, has one of them, and I am informed that it is very much liked.

The Talavera, 74, Captain W. B. Mends, went down into the Squad on the 7th; and it is much to be regretted that, owing to some inadvertency, a gun was accidentally fired off, by which two men were wounded, and one of them seriously. The Sappho, brig, which was launched on the 3d instant, was taken on the wet-slip on the 7th, to complete the copping of her bottom, and was turned off again in the evening. The Cracker, cutter, came into port again on the 10th, and sailed on the 12th.

The Favourite, 18, was paid off on the 14th, and it is said she will be recommissioned. The Messenger sailed the same day for Portsmouth with the marines belonging to the Favourite, the ship having been fitted out at that port, and having therefore embarked marines from the Portsmouth division.

The Samarang, 28, Captain W. Broughton, arrived in the Sound on the 15th, from the north coast of Spain, having been there with ordnance stores. She left Santander on the 9th. Lord John Hay was at Passages with the Phoenix, steamer. His Majesty's steamers Salamander, Comet, and Rhodamanthus were on the coast, also a French 16 gun brig; and we learn that Commodore Henry still carries his flag on board the Isabel, steamer.

The Scorpion, 10, was recommissioned on the 17th by Lieut. Charles Gayton; she is to be manned with a complement of fifty men. The Comet, lighter, proceeded on the 17th to Cork, to replace the buoys in that harbour.

The Canopus, 80, was paid off to-day; she was warped alongside the sheer-hulk on Tuesday last (14th) to have her masts taken out preparatory to going into ordinary. The Dido, 18, Capt. Lewis Davis, came into the Sound this morning. I have not yet heard what she is like, nor how she is considered to have behaved on her voyage from the eastward. Much interest will unquestionably be felt respecting her, because she is the first of that description of corvette, of which four are in progress of building. The first corvette built on the plan of Sir William Symonds was the Columbine; the Rover was the second; and the Dido is the third. I have lately seen a pamphlet entitled "Facts and Observations relative to the present imperfect state of British Naval Architecture," which contains the principal dimensions and tonnage of the three above-named corvettes, which I have transcribed as follows:—

| | Columbine. | | Rover. | | Dido. | |
|---------------------------------|------------|-----|--------|-----|-------|-----|
| | Ft. | In. | Ft. | In. | Ft. | In. |
| Length on gun-deck | 105 | 0½ | 113 | 0 | 120 | 0 |
| „ of keel for tonnage | 84 | 0 | 90 | 1½ | 99 | ½ |
| Breadth, extreme | 33 | 6¼ | 35 | 5 | 37 | 6 |
| Depth in hold | 7 | 10 | 16 | 9 | 18 | 0 |
| Burthen in tons | 492 | | 590 | | 731 | |

I believe I have now made you acquainted with the principal local events of any interest that have occurred during the past month. Uncertainty still appears to attach to the rumoured change of the Superintendent of Devonport Dock-yard; at the same time it is generally apprehended that that popular individual, Rear-Admiral Ross, will leave, and that Sir Robert Barrie, formerly a Commissioner on the lakes of Canada, will be his successor.

D.

Sheerness, Feb. 21, 1837.

MR. EDITOR.—It is expected that, on the 1st of next month, Admiral the Hon. Charles Elphinstone Fleming will strike his flag, as Commander-in-Chief at this Port, and that Vice-Admiral Sir Robert Otway will hoist his flag, and take the command the same day. Capt. C. Paget is to be the Flag-Captain, and not Capt. Freemantle as expected.

On the 24th ult. the *Castor*, 36, Capt. William Robertson, arrived from Portsmouth, and sailed for Chatham the following day, and was paid off on the 3rd inst.

The *Dido*, 18, Captain Lewis Davies, went to the Nore on the 25th, and left for Portsmouth on the 28th, on her way to the Mediterranean.

On the 31st ult. the *Hercules*, 74, Capt. Maurice F. F. Berkeley, arrived from Lisbon, and was taken into the Basin on the 20th inst. to have her foremast shifted, and a general caulking, and refit.

On the 3rd inst. the *Seringapatam*, 46, was taken into the Basin, and docked on the 9th, to have her copper taken off, and bottom caulked. On the 15th she was commissioned by Lieut. Anson, for Capt. Leith. She is to have a complement of 230 men, and is to be armed with twenty-six long 18-pounders, of 35 cwt. on her main-deck, and six 18-pounders, 22 cwt. on her quarter-deck and fore-castle. She is to have the masts and yards of the same dimensions as the old 42-gun frigates, or present 26-gun ships, to bring her on the same establishment as that class of vessel.

The *Firebrand*, steam-vessel, Master John Allen, arrived with two rafts of timber for the Dock-yard at this Port, from Woolwich on the 4th inst.

On the 9th inst. the *Carysfort*, 26, Capt. B. Martin, was taken out of the Basin; on the 15th went out of harbour to the Little Nore, and sailed for Portsmouth on the 18th.

The *Flamer*, Lieut. Com. T. M. Potbury, having had her defect made good, went out of the Basin to-day, and proceeded to Chatham for the *Baccante*, 46, fitted as a quarantine ship; the *Anson*, 74, is likewise to be fitted for quarantine service at Chatham, and was towed up for that purpose on the 17th by the *Firebrand*.

The *Poitiers*, 74, is to be the harbour guard-ship at Chatham. Orders have been received at this port to pay off the *Vernon*, 50, Captain John McKerlie; she is expected to arrive shortly.

Milford Haven, Feb. 17, 1837.

MR. EDITOR.—Wind and fog have been our constant guests during the bygone month; our roadstead is consequently crowded with merchant-shiping; among the rest the *City of Londonderry*, steamer, put in for coals, but could not get supplied either here or at the post-office packet station at Hobbs' Point: she was obliged to await a fine day for passage to the Land's End. Coals are excessively dear and scarce in the port.

They are using a new method in Pembroke Yard for the prevention of decay in the ships building—namely, that of applying a substance called

felt between every piece of timber which would otherwise come in contact. Whether this will prove as successful as Mr. Kyan's plan remains to be proved. A large class steamer will be launched from that yard the ensuing summer, in which the process has been strictly adhered to.

The *Sky Lark*, revenue-cutter, sailed to-day on a cruise for the prevention of smuggling.

The *Vixen*, post-office steam-packet, is being repaired with all possible dispatch. I have heard a survey has been ordered on the *Sovereign*, steam-packet, attached to the station, from a report of her unseaworthiness. She is one of the first vessels of the kind (steamers) taken into the employ of the post-office. Captain Parry is hourly expected at this port on his tour of inspection of the different packet establishments, as they are all now transferred to the Board of Admiralty. The future repairs will, of course, be undertaken at the different dock-yards; and as the one in this harbour is immediately adjacent to the Naval Arsenal, much unnecessary time and expense will be saved by the arrangement. Those from Holyhead will of course be sent to this port on such occasions, as being nearer than that of any other dock-yard. It will only be required that an engineer be added to the arsenal, for each of the packets have one on its establishment; and the boilermen at present employed in those vessels, together with the blacksmiths of the dock-yard wall, with the other mechanics, furnish every kind of repair and refit.

Rear-Admiral Sir Charles Bullen, Superintendent of Pembroke Yard, is busily preparing for his removal, which has been caused by the late promotion. He is to be superseded by Captain Cumby on the 1st proximo.

THE overflow of our correspondence this month constrains us to omit from our present Number critical notices of several works, including the new edition of Brenton's Naval History, Captain Scott's work on Egypt, &c.

NOTICES TO READERS AND CORRESPONDENTS.

In the article on "Reliefs," in our November Number, some calculations on the subject of the casualties among different branches of the Army on Service were attributed to Mr. Farren of the Asylum Life Office: We have since been informed that this information was only published by Mr. Farren, but was collected and arranged by the Actuary of that office.

The conclusion of Captain James Ross's voyage will appear in our next; also, an original Memoir of the late lamented Sir Frederick Ponsonby.

"Justus" will understand that in relating a voyage, actually executed, it did not seem necessary to allude to the zealous *intentions* of another party.

Major Pringle Taylor's case is unavoidably postponed to our next.

D. "No."

The letter of Captain Ricketts is late. So is the communication of C. G. R., to the matter of which due attention shall be paid. S.—Aster—Maddocks—Testis—&c. in our next.

C. B. will perceive by our present Number why his letter has been deferred.

We can neither publicly reply to a certain communication marked "private"—nor privately, it being anonymous.

Our correspondents and contributors will bear with occasional but inevitable delay, arising from the numerous claims upon our space and time.

Errata in our last.

P. 156, for "Chuan" read Clician.—P. 161, for "Mehacha" read Mehadia.—P. 165, for "Aernum" read Cernium.—P. 270, (Portfolio), for "General-Officers" read Major-Generals.

EDITOR'S PORTFOLIO;
OR,
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

On the 31st January the Session of Parliament was opened by commission. The Royal Speech, read by the Lord Chancellor, and chiefly remarkable for its negative character, made an unfortunate allusion to the forcible though tortuous intervention of the British Government in the affairs of Spain, which elicited some straightforward comments from the Duke of Wellington, who placed the question on its right footing.

We were anxious to have offered in our last Number some observations on the final determination of Ministers respecting the frozen-up whalers in Davis' Straits, but were prevented by want of room. We now, though at the eleventh hour, proceed to fulfil our intention—and trust the appeal we hazard may still not be wholly ineffectual.

The official decision was announced in the following terms:—

“ Treasury Chambers, Jan. 14, 1837.

“ SIR,—I am commanded by the Lords Commissioners of his Majesty's Treasury to acquaint you, that they have had under their consideration the memorials of several persons, praying the assistance of his Majesty's Government to the crews of the vessels that have not returned from the whale-fishery, and that my Lords having communicated with the Lords of the Admiralty on the subject, have decided to grant the following bounty:—

“ My Lords will be prepared to pay the sum of 300*l.* to each of the first five vessels which may sail from any port in England or Scotland before the 5th of February, carrying an extra quantity of provisions, provided they show by their log that they make the best of their way across the Atlantic, and that they reach the edge of the ice to the southward of 55° lat.

“ My Lords are willing, on the part of the Government, to defray twice the value of any provisions supplied to any of the distressed ships which, after having escaped from the ice, may be met on their passage home, and the wages of any men put on board of them for the purpose of navigating them home.

“ Further, my Lords will give a bounty of 500*l.* for each of the distressed vessels, the crew of which is relieved while struggling within the edge of the ice; and a sum of 1000*l.* will be paid for each of the distressed vessels, the crew of which is relieved while fixed in the ice.

“ And, in case of its being necessary for any ships relieving any of these vessels, to accompany them home, in consequence of their distressed condition, a further sum will be given by my Lords, equal to twice the demurrage of the said ship, for the length of her passage home, and return to Cape Farewell.—I am, Sir, your obedient servant,

“ T. BARING.

“ To the Secretary at Lloyd's.”

Thus, then, whilst three hundred of our fellow-countrymen are

perishing from starvation and disease, these "friends of the people" have taken six weeks to consider what ought to be done for their relief, and at the end of that period the combined wisdom of "my Lords" of the Treasury and of the Admiralty has produced a document which could only have proceeded from ignorance or indifference.

It would be absurd to expect that any good could result from such propositions. The whole scheme is evidently a mere pretence of doing something for the purpose of tranquillizing the public mind on so distressing an occasion.

It will only be necessary to examine the first of these propositions to prove the fallacy and absurdity of the whole :—

"My Lords will be prepared to pay 300*l.* to each of the first five vessels which may sail from any port in England or Scotland before the 5th of February, carrying an extra quantity of provisions, provided they show by their log that they make the best of their way across the Atlantic, and that they reach the edge of the ice to the southward of 55 degrees latitude."

If, then, the owner of a whale-ship will send his vessel to sea six weeks or two months before the usual time of departure, from England or Scotland, thereby incurring an expense of between five and six hundred pounds, for the pay and provisions of a crew of fifty officers and men for that period; and will, at his own expense, put on board his vessel two or three hundred pounds' worth of extra provisions for the use of any of the distressed vessels he may chance to meet with; and will, moreover, pay an enormous additional premium of insurance upon the entire value of his property, to the amount, perhaps, of eight or ten thousand pounds, or take upon himself the risk of her loss; and will then dispatch her on a service of so much difficulty and danger, that even Government shrink from the undertaking—he shall receive the liberal reward of 300*l.*!

This plain English statement of the proposition might be sufficient to show that the Government never could have believed that any good could possibly result from so preposterous an offer. But even supposing it possible that some wealthy owner, from motives of humanity, might be disposed to make so great a sacrifice, where are the crew to be found? It is well known to all persons conversant with the whale-fishery that the crew become, in some measure, part owners of the ship; for from their success in the fishery the principal part of their gain is derived; for this reason the crew have a considerable influence in directing the operations of the ship, and it is hardly to be expected that philanthropic motives alone could induce them to expose themselves to such severe privations and danger, with the probability of losing the fishery, and thereby throwing themselves, their wives and families, upon the tender mercies of the executors of the new poor-law act for their support during the following winter.

But further, if such an owner, or such a crew could be found, and the ship were to proceed on her voyage, she is to reach the ice in lat. 55°. So far, we conceive the experience of last year has taught us to expect that the ships may have drifted down with the pack to that latitude before she could arrive there. Well, it is only necessary that she should reach the ice in that latitude; and if the ships do not happen to be just at that spot, what then? Why she is at liberty to go away again about

her own business—having seen the ice in that latitude is all that is necessary. She is not required to keep it in sight, or to go sufficiently near to examine it; but she may, having once seen it in that latitude, stand away again as quickly as possible.

Now, what could ever possibly be expected to result from such a mere chance? But we have said enough upon this subject, and will not now discuss the other equally preposterous proposals. The whole is upon too illiberal a scale to prove a stimulus or encouragement to an enterprising owner or crew of any ship; and if any of the rewards be gained, we will venture to predict that it will be purely by accidental circumstances, which would have equally occurred whether rewards had or had not been offered.

The only effectual mode of affording relief to the distressed vessels would be by equipping two ships expressly for the purpose. To talk of expense under such circumstances is mere evasion—the less to be excused when we consider the sums squandered on foreign intervention. The *Cove*, last year, did not cost Government more than 5000*l*. She is now properly equipped for that service, and might be purchased for about four thousand pounds; and if sold again on her return, would realize nearly the same sum. This and another ship might still, with due exertion, be got ready and sail before the season were too far advanced. We have no doubt, from the well-known zeal and enterprise of Captain James Ross, that he would again take command of any such expedition; and the account which we have already given of his last cruise is sufficient to prove, from the complete manner, notwithstanding all the attendant unfavourable circumstances, in which the ice was examined by the *Cove*, from the latitude of 54° N. to 71°, that had the *William Torr* been still enclosed in it, she must have been seen and relieved from so dreadful a situation. Why, then, does the Government hesitate? Is England, that has ever stood proudly pre-eminent among the nations of the earth for sentiments of humanity and generous sympathy for the sufferings of mankind, to be now reproached by every other nation, for abandoning, without an adequate effort to save, three hundred of her own most gallant and enterprising sons from a most awful and inconceivably dreadful fate?

Some journalists, who never see economy in so patriotic a light as when it assumes the form of parsimony or reduction to the United Service, have been carping, as their radical vocation enjoins, at the late promotions, chiefly, of course, on the score of expense. Does it never occur to such persons that they are themselves deriving their incomes from the “pockets of the public,” upon a system of barter neither so mutually beneficial nor so personally hazardous as that under which the Navy and Army serve the State?—that the journalist, for instance, draws his support from the community as well as the soldier and sailor (in common with every other grade of society, from the highest to the lowest)? and that the real question is—which of the two classes earns his portion of the common stock with the most direct and substantial return to the aforesaid public, in the shape of personal service? He who “instructs the public mind,” of course in the purest spirit of patriotism, is, doubtless, worthy of his hire—but then he is paid for it—which is all that can be charged against the sailor or soldier. Again, a peep into the quarters of the newspaper economist presents no parallel

to the barrack-room ; nor do his prospects exhibit any thing decidedly alarming to his safety—no “ deadly breaches ” in perspective—no “ daggers in the air ”—no crutches dangling before his mind's eye—no glimpses of plague, pestilence, and famine—of battle, murder, and sudden death. Nothing of the sort. The newspaper economist both understands and practises comfort, and proposes to live long in the land which the soldier and sailor guards for his use. He is, in fact, The Public, of which a couple of hundred thousand fellows, in red and blue, who only fag and fight for his security and convenience, cannot be suffered to constitute a part.

It is superfluous to say that our Naval and Military systems, like all other institutions, exhibit abuses, and are susceptible of improvement,—to this conviction, on our part, our pages bear ample testimony ; but, as in other bodies, reform must be applied in a national spirit of conservation, not of party passion for “ organic changes.”

There are some points in which we concur with the critics alluded to—from the rest we dissent, upon at least as competent grounds as the authorities of those reforming journalists, who, when left to themselves, get immediately out of their depth, and flounder helplessly.

Without entering into details and discussions, which would needlessly engross both time and space, and trusting that *salutary* reforms will be effected, as they shall not fail to be urged by us, we subjoin, with reference to any imputed excess in raising officers to that rank for which they have been forty years toiling, the number, as correctly as we can ascertain it, of General-Officers of *all* ranks, not being Colonels of Regiments, deceased between the brevet of 1830, and that of last January, and compare it with the number of Colonels promoted by the last brevet to be Major-Generals, viz. :—

| | |
|-------------------|----|
| Generals . . . | 11 |
| Lieut.-Generals . | 27 |
| Major-Generals . | 32 |

70 General-Officers who have died since 1830.

65 Colonels promoted to Major-Generals, Jan. 1837.

5 Balance in favour of “ The Public.”

We may add, by the way, that the six senior Aides-de-Camp to the King alone receive pay as such.

Amongst the professional grievances brought under our cognizance, and which we endeavour to place before the eye of Authority in the manner most likely to attract attention to the means of their relief, none is more pressingly reiterated, or upon more plausible grounds, than the case of old Subalterns. What condition of life, and of military or naval life in particular, can be more cheerless and dispiriting than that of an officer serving for the best portion of his brief span in an inferior grade, from which he finds it impossible, with whatever exertion of zeal or talent, to emerge ? How greatly must such a spirit, diffused amongst no inconsiderable portion of the Subaltern officers of both Services, militate against the cheerful and zealous discharge of duties with which the interests of each are bound up,—but which, under such circumstances, are performed with a listlessness, if not disgust, naturally created by prolonged, and, apparently, irremediable disappointment.

The objection on the score of expense, however trite, is untenable. It is obvious to every person who calmly reasons on the true purposes of government in a civilized state, that the substantial welfare of its own citizens, and more especially of those who serve and contribute to the safety and prosperity of the community, should be its first consideration, and the chief aim of all its proceedings. When, therefore, it is objected that a few thousand pounds cannot be afforded by the country to satisfy the fair and respectfully urged claims of its own officers, and make their condition conform to its wealth and dignity, we are forced to inquire upon what grounds of national or individual benefit millions are squandered upon the stranger and his murderous feuds, while the British Subaltern, of a quarter of a century's standing, asks in vain for advancement and for bread?

One of many correspondents on this subject, under the signature of "Salamanca," after adverting to the dismay of the class to which he belongs on finding that no measure had been contemplated for their relief concurrently with the late Brevet, and deprecating the continued neglect of "an apparently despised order,"—proposes that Lieutenants who were such at the conclusion of the war in 1815, should have the option of retiring as Brevet-Captains on 7*s.* a day—their regimental commissions to be sold in their corps, and the proceeds (700*l.*) placed to the public credit: many old Subalterns, in fact, who from years and infirmity have outlived their stations, are merely hanging on in the faint hope of securing the half-pay company allotted to their caste. It cannot be too often repeated, that *reduction*, and its personal evils, should in all cases be considered, and not suffered to affect the officer's advancement beyond a fair allowance for passive service, to which he was a constrained party *for the convenience of the country*. We have already suggested, for instance, that in the latter case two years should count for one of active service.

We took an opportunity, last month, of pointing attention to the state of promotion in the corps of Marines, and suggested a remedy calculated, for the present at least, to relieve the older Subalterns. We had proposed to resume the subject this month, but our observations are anticipated by a communication stamped with the general feeling of the corps, which we readily substitute, as we prefer doing in similar cases, for any remarks of our own. The writer, however, has omitted to state that the abolition of the rank of Major was a boon to the Ordnance corps to compensate their tardy promotion, and might with equal justice be extended to the Marines, who, besides, have but eight Majors on their establishment. Merely adding, that the senior Captains have been forty years, and the senior Lieutenants twenty-eight years, in the corps, we leave the Marines to the further advocacy of one of their own body.

"Palmani qui meruit ferat."

MR. EDITOR,—Upon perusing the last Number of your valuable Journal, I could not but congratulate that hitherto "not very fortunate body," the old Subalterns of his Majesty's Royal Marines, upon your advocacy of their cause, and hail the circumstance as the dawn of brighter and more prosperous days.

To recapitulate and dwell upon the services of this gallant corps, or to suppose them not duly appreciated by the community at large, identified as they are in the page of history with all the great naval actions which have raised this country to her present supremacy in the scale of nations,

would be an useless task, and unnecessarily trespassing upon your Journal : nevertheless, there is one fact which may not be generally known, and even if known may with propriety be impressed upon the minds of your readers—that the Senior-Lieutenants, after active service of between twenty and thirty years, still remain in the same rank, without one ray of hope of promotion, except by vacancies occasioned by the death of their comrades ; although they had been, from time to time, buoyed up with the assurance of being included in the late Brevet.

Free from jealousy, or any other sinister disposition, towards the favourite of fortune—for of her favours, no doubt, by his future gallant bearing, he will prove himself worthy—I cannot help pointing out the inequality, and, to an uninitiated person, apparent injustice of the working of the late Brevet, when it has placed an officer of the Artillery, after two years' service, in the same rank and with higher pay, with officers who have served between twenty and thirty years, and whose term of service exceed the years of his earthly career. Of individual cases no complaint is made, but of the system from which such incongruities emanate.

If it be desirable that every portion of his Majesty's Service—and particularly the Marine, the bulwark of this great commercial country—should be placed in an efficient state, capable of commanding the respect of foreign Powers, and of aiding the civil authorities to enforce the provisions made for the internal policy of the country, the Legislature should not be swayed by a false economy, but by their seasonable liberality remunerate the officers commensurately with their services, and not allow those who have passed the meridian of life in the active duties of their profession, and to the entire satisfaction of those in command, to remain in the autumn of their days in a rank the duties of which are grating to their feelings, and inconsistent with their years. Let but the justice of the case be temperately and respectfully brought forward for their consideration, among the many reforms for which they are ostensibly assembled, the Legislature assuredly would not feel disposed to withhold the required means of benefiting those whose cause you have so ably advocated.

That such advocacy may, in due time, and with the proper authority, avail, is the sincere wish of, Mr. Editor,

Your most obedient servant,

PER MARE, PER TERRAM.

The removal of General Sir Edward Paget from the Governorship of the Royal Military College to that of Chelsea Hospital, has furnished an opportunity to the Professors of the former institution to record their sentiments towards the respected chief, whom they lose by his translation to so appropriate a post. The following is a copy of their just and judicious address, in which, it is needless to add, the military officers of the establishment would have avowedly participated, as they do in feeling, had they not felt that, as instructors and guardians of the discipline of their youthful *élèves*, they might, with some plausibility, be reproached for an infraction of subordination in a very important particular—namely, that of assuming the privilege of publicly pronouncing on the merits or demerits of their immediate superiors.

We, however, who are not so circumstanced, may be permitted to add a few words—the result of personal observation and inquiry—as to Sir Edward Paget's mode of administering his charge at the Royal Military College. Of his government, it may be truly said, that it was equally marked by rigid justice and unbounded kindness of spirit—that he ever received the claims of officers' sons for admission in the strictest order of succession, and never turned aside once for any

interest whatever, spurning the notion of paltry patronage; and that under his auspices have been introduced those improvements in the college course of studies which, while raising the standard of qualification, have inspired the cadets with emulation, and doubled the number of those gaining commissions by their own honourable exertions—that he has ever been ready to adopt well-founded suggestions for improvement, and has thus caused the Royal Military College to become the best school existing in any country, both of theoretical military education in general, and of practical field fortification and surveying in particular.

In the lamented absence of Sir Alexander Hope, the appointment of Sir Edward Paget is hailed by the members of the Royal Hospital of Chelsea with as much justice, as his removal is regretted by those of the Royal Military College.

Royal Military College, January 28th, 1837.

SIR,—We, the Professors and Masters of the Royal Military College, unanimously beg leave to express our grateful sense of the advantages which the Establishment has derived from your government, and the feelings of regret impressed upon us by your approaching departure.

The ability, impartiality, and zeal with which you have promoted the prosperity and reputation of the Institution, as well as the courtesy which you have extended to each of us individually, entitle you to our sincere respect and gratitude.

Influenced by these sentiments, and lamenting the occasion of their present utterance, we beg you to accept our wishes, that you may long enjoy your health in that command with which it has pleased his Majesty to mark his sense of your merit and public services.

We have the honour to be, Sir,

Your very obedient humble servants,

| | | |
|----------|--------------------|-----------------------|
| (Signed) | Thomas Leybourn, | G. Cambier, |
| | A. Polchet, | Thomas Costin, |
| | William Delamotte, | W. Scott, |
| | John Lowry, | H. Marillier, |
| | F. Timme, | H. L. M. Chepmell, |
| | George D. Burr, | G. W. Prosser, Major, |
| | J. F. Turnpenny, | G. Bouilly, |
| | John Narrien, | F. Prosser, Captain, |
| | J. Piercy, | J. Horton, Captain, |

To General the Honourable Sir Edward Paget, G.C.B., &c. &c.

We have peculiar pleasure in putting on record in our pages the following account of the presentation of new colours, at Malta, to the Northumberland Fusiliers—a corps which ranks in reputation with the most distinguished of the British Army. To a long course of honourable Service, the Fifth Regiment owes the distinctive appellation by which its Sovereign has been lately pleased to confirm the traditional character of Grenadiers, of which it had long won and worn the symbol. At one period, we expected to have had reason to congratulate the Fifth on the acquisition of a title the most glorious by which a body of soldiers could be distinguished—namely, The British Grenadiers—for such, we understood, was the spirit-stirring addition by which it was at first the Royal intention to distinguish the corps—though the designation, since conferred, was ultimately adopted—no doubt upon well-considered grounds. The difference, however, is only in terms: the Fifth now “march with fusils” according to the brave old quick-step which has so often rattled at their head; they have in Sir Charles

Colville, a Colonel, who knew them in many of those fields of which they bear the emblems on their banners; and the Northumberland Fusiliers will know how to preserve, without stain, those colours which the Fifth have crowded with trophies.

It is not generally known that the Fifth formerly bore a third colour—a privilege which, having fallen into desuetude, was abandoned on the Regiment's receiving its late distinction.

The following particulars of the presentation are taken from the Malta Government Gazette :—

" Wednesday last, the 14th December, having been appointed by the Governor, Major-General Sir Henry Bouverie, to review and to present the new colours to the 5th or Northumberland Regiment of Fusiliers, this old and distinguished corps was drawn up in review order, at ten o'clock, on the Florian Parade, under the command of Lieut.-Colonel Sutherland.

" His Excellency, on arriving in front of the line, was received with a general salute, band playing and drums beating. The usual ceremonies for the reception and escort of the new colours having been gone through, the regiment, after saluting the colours, was formed on three sides of a square, open to the front; and the service of consecration was then read in a most appropriate and impressive manner by the Rev. J. T. H. Le Mesurier, Chaplain to the Forces; the children of both sexes of the soldiers of the regiment, attired in uniform suits of new clothes that had lately been presented to them, repeating the responses.

" Prayers being ended, Sir Henry Bouverie handed the colours, (which are extremely handsome, and covered with badges, the trophies of as many victories) to the Lieutenants, under a general salute from the square, and then addressed the regiment in nearly the following terms :—

" " Officers and Soldiers of the Fifth Fusiliers,

" " I am happy that it has fallen to my lot to present to you these colours. I do it in the full confidence that they will never be disgraced by insubordination, by loss of discipline, or misconduct at home or in the field.

" " The glorious deeds which are recorded in your annals, and inscribed upon those colours, will serve to incite in you the determination to equal them; to surpass them I believe to be impossible.

" " The inspection which I shall this day finish of your regiment, will, I have no doubt, furnish me with the opportunity of reporting my entire satisfaction with the interior economy and management of the regiment, as well as with your movements in the field; and I trust that while you remain under my orders, and after you may have been removed to other commands, I may never hear any thing that may cause me to alter the high opinion I have formed of you, not only here, but in scenes on service, of which I was myself a witness."

" The General having concluded his soldier-like and appropriate address (which we do not pretend to have collected with sufficient accuracy to render it justice), Lieut.-Colonel Sutherland replied to the following purport :—

" " Permit me, Sir, on behalf of myself and the regiment, to return our best thanks for the very kind and flattering terms in which you have been pleased to present these colours. It must be a great additional source of gratification to all ranks to receive so honourable a charge from the hands of a distinguished officer, who, having personally witnessed the conduct of the regiment in conflict with the enemy, can therefore duly appreciate its conduct; and this will doubtless prove a strong incitement to such a discharge of their duty, whenever they may have the good fortune to be similarly circumstanced, as will emulate those deeds to which your Excellency has so handsomely alluded."

" The square was then reduced, and his Excellency having rode down

the line, ranks were closed, open column formed, and the review commenced by marching past in slow and quick time, and in column at quarter distance. The manual and platoon exercises (the latter also kneeling as light infantry) were then admirably performed, under the orders of Brevet-Major Johnson; after which the Lieut.-Colonel put the regiment through a variety of manoeuvres and firings, in close, extended, and skirmishing order, with remarkable precision and smartness: a combination which, as his Excellency truly observed, when at the close of the review he expressed his unqualified approbation of the celerity and steadiness of the movements, was the object aimed at, to attain what was believed to be perfection in drill.

"We understand that a most splendid advance in line, over the whole length of the parade, without an undulation in the dressing, and with the most perfect and unvaried uniformity of cadence, elicited his Excellency's particular admiration.

"After the Lieut.-Colonel had concluded his field-day, his Excellency called to the front some of the Captains and Subalterns, who readily put the regiment through several manoeuvres much to his satisfaction. The business of the day closed with a general salute; and then his Excellency, followed by the regiment, left the ground.

"In the evening his Excellency dined with the officers of the regiment at the mess, where a large party of about fifty persons, consisting of Vice-Admiral Sir Josias Rowley, the Captains of the squadron, Commanding Officers of corps, Heads of Departments, and Staff, were assembled to meet him. His Royal Highness the Prince of Capua had also been invited, but his attendance was unhappily prevented by indisposition.

"On Sunday morning the colours were, according to custom on such occasions, taken with the regiment to church; when the duties of soldiers, both as men and Christians, were inculcated by the Chaplain to the Forces in the most impressive manner."

* The influence of the prevailing epidemic on the comparative mortality of the two great Asylums of the United Service—Greenwich and Chelsea—offers a remarkable result. In the former, of which the complement of pensioners is about 2700, with 120 nurses, widows of seamen and marines, 97 deaths in the infirmary have occurred in the month of January alone; to which must be added two lunatic pensioners deceased at Hoxton. The average deaths are not above from four to five per week. The mortality in this case is as 1 in 27.

The establishment of in-pensioners at Chelsea is about 540. Of these nine only died in the month of January, or 1 in 60, and four in the three first weeks of February. Amongst these were none of the very old men. The average number in the infirmary for the last six weeks has been about 80—but amongst them are included all chronic as well as acute cases—extreme age—decrepitude—the *toothless*, who cannot masticate the house provisions, &c. Here may be seen and conversed with one venerable man of 104—another aged 102. The average deaths are about 40 per annum, or less than one per week. Thus the ordinary average of the two establishments, proportioned to their respective numbers, approximates; but the mortality influenced by the epidemic scarcely doubles that average at Chelsea, while at Greenwich it is as 10 to 1. We do not pretend to account for this difference—probably resulting from locality—the habits of the people—or both causes combined.

We are happy to find that the remonstrance we offered in our January Number, against the continuance of the Barrack Street nuisance in Dublin, has had the desired effect in attracting public attention to the

expediency and ready means of its removal. We trust the Duke of Leinster, Sir Edward Blakeney, and the other influential persons who have so properly taken up the subject, will not be deterred from its prosecution by the howls of the Barrack Street rabble of brothel-keepers and trades-unionists.

We have satisfaction in recording evidence of the progress of the Army and Navy Club, of which we find that Lord Hill has also become a member, and call the attention of all parties concerned to the suggestion contained in the following letter:—

Warwick-street, 24th February, 1837.

MR. EDITOR,—The Provisional Committee of the Army and Navy Club will feel obliged by your inserting in your next month's journal, that in compliance with the original resolution, the first 250 members have been elected, and the progress of the Club being very satisfactory, it is fully anticipated that it will be completed to the first 500 members previous to the receipt of answers to the circulars addressed to the Army and Navy on Foreign Stations, and the Committee will then be enabled to make arrangements for its formation, it is therefore very desirable for those officers of the Army and Navy who are in the United Kingdom, and who are desirous of becoming original members, to forward their names to me, as candidates without delay.

I am, Sir, your most obedient servant,
H. DOWNES, Secretary, pro tem.

Monuments have been erected to the memory of the late James Armstrong, Esq., magistrate and collector of Gorackpore, in the church and churchyard of that station, by public and private subscription of the residents and friends of that lamented functionary.

The disastrous failure of the expedition against Constantine has produced a "lively" sensation in the French capital at least; and, after much undignified recrimination, has led to the supersession of Marshal Clausel, who has been recalled, and is replaced in the Algerine command by Lieutenant-General Damremont. A fresh expedition against the triumphant city, though retarded for the present, is in contemplation—to be commanded, *on dit*, by the Duke of Orleans. Disasters, however, appear the order of the day with the French troops in Africa. The magazine of Bona recently exploded, killing and wounding nearly 300 men. This was as bad as a battle. The French Army, generally, is said to be in an uneasy temper.

General De Rigny has been treated with little ceremony since his return to France, and is to be tried by Court-Martial for his imputed offences on the *déroute* from Constantine. The trial excites much interest. We have heard, from our correspondents in France, many anecdotes of this affair, of which the following is, we believe, a pretty correct outline. The Arabs having appeared in some force, General De Rigny rode off in person to look for Marshal Clausel, but not finding the latter where he expected, exclaimed—"*Mais, où donc le Maréchal se cache-t-il?*" which naturally incensed Clausel, and prompted his angry order of the day. But the best of the story is, that the Marshal invited De Rigny to dinner the day after the occurrence, and De Rigny, swallowing the order, dined with the Marshal!

The consequences of the occupation of Algiers have been accurately predicted in our pages. In our Number for June 1830, we published

a "Letter from Toulon," by a distinguished British officer, giving a most animated description of the embarkation of the French Army under Count Bourmont, at that port, for the conquest of Algiers; and offering some sagacious views on the probable results of this acquisition, which are now in progress of realization. We refer our readers to the "letter" itself.

A second Fieschi and another Infernal Machine have menaced the "charmed life" of Louis-Philippe. One Champion, a returned Pedroite Liberator, as he is described, was fortunately detected in preparing an improved machine for the more successful execution of the fashionable office of regicide. When discovered, the ruffian acknowledged his intended crime and, with due sentimentality, forthwith proceeded to hang himself. This is a hideous state of society; but in what a condition is France at this moment after nearly half a century of revolutionary convulsion! Here is, in truth, the "Almanac," not yet "old," which those who run may read, and all who have brains should study.

The Anglo-Christinos are said to be preparing for a combined attack on the Carlists, with the active aid of the forces of non-intervention. Its result, if executed, may be daily expected.

Gomez, who has been placed under arrest upon charges preferred against him by his officers, especially for abandoning Cardova (which they assert he might have held for Don Carlos) at the approach of Alaix, states, in a letter recently published, that he traversed Spain with only 2,700 infantry, and 160 cavalry, the force with which he left the provinces; and that, but for the refuge afforded under the guns of Gibraltar to Ordonnez, whom he had routed on the 21st November, and the fire of the English ships upon his First Division while crossing the sands from Gibraltar to Algesiras, he could have maintained himself in the South. He declares that the people were every where with him, and that the contest is "the war of a nation against an army."

In the absence of a Nautical Dictionary, calculated to meet the modern wants, improvements, and terminology of the Naval Service, it may be useful to examine and accumulate such defects, or alleged defects, as may occur to the experience of naval officers and others conversant with the details and management of our floating bulwarks, with a view to their rectification, and to assist the future compiler of such a dictionary in the record of practical improvements. The following suggestion may be thought of this class, and at all events, is thrown out for consideration.

MR. EDITOR,—The similarity of the terms "starboard" and "larboard," gives rise to endless mistakes; it is a source of great annoyance to officers carrying on duty at sea; and it is extraordinary that an evil of acknowledged existence and easy remedy should be permitted to go on from day to day, leading to constant confusion, and, in many cases, serious disasters. Will you be kind enough to give a corner in your valuable Journal, for the purpose of calling attention to this subject, with the view of remedying the evil?

Nine times out of ten the order has to be repeated before it can be known which term was used; a sufficient proof that one or the other should be given up, and some other sign substituted.

•Suppose "starboard" be retained, and in place of "larboard," "bilboard" be introduced. The sound is clear and distinct. "Haul in the bilboard main-brace" cannot be mistaken for "Haul in the starboard

main-brace." Neither can "bilboard watch, up anchor" require half-a-dozen explanations to ascertain which watch was piped.

Trifling as this subject may appear, I can assure you the alteration would remove a great inconvenience.

I am, Mr. Editor, your constant reader,

Portsmouth, 24th January.

BILBOARD. —

List of Naval and Military Officers upon whom the Guelphic Order has been conferred this year.

KNIGHTS COMMANDERS.

Rear Admiral Adam Drummond

Captains—

Sir David Dunne

Edward Chetham, C.B.

Thomas Mansell

KNIGHTS.

Captains—

Burton Ryder

KNIGHTS COMMANDERS.

Major-General Edward Bowater

Lieut.-Generals—

Robert Barton, h.p. 60th F.

Aug. De Butts, R. Eng.

Alex. Halkett

Major-General Thomas Hawker

KNIGHTS.

Colonel Thos. P. Howard, h.p. 23d Drg.

Lieut.-Colonels—

Thomas Powell, 40th F.

Moore, Unatt.

John Austen, Unatt.

Hen. Baynes, h.p. R.A.

George P. Bradshaw, 77th F.

Wm. Brereton, R.A.

J. F. Briggs, h.p. 28th F.

Ch. Cadell, Unatt.

Alex. Cannecross, 96th F.

John Carder, 1st F.

John Crowder, h.p. 23rd F.

John Crowe, Unatt.

W. Elliot, do., Dep. Qua. Gen. Jamaica

C. G. Falconar, 22nd F.

Jas. F. Fulton, late of 92nd F.

Geo. Gawler, Unatt.

William Green, do.

B. Harvey, h.p. 1st F., Fort-Major of Edinburgh

John Hogge, Unatt.

Jas. Jackson, 6th Drg. Gds.

John Leslie, Unatt.

D. Macpherson, 39th F.

Thos. Martin, 1st Drg.

Jas. P. Oates, h.p. 88th F.

Wm. Sall, R. Newf. Vet. Cos.

Robert Wallace, Unatt.

Geo. Wilkins, C.B. late of Rifle Brig.

William L. Wood, h.p. 21st F.

Majors—

Anderson, late 10th Regt.

Grove, Unatt.

Jas. Price Hew, Unatt.

NAVY.

James W. Gabriel

L. H. Vassel

Charles Waide

William Slaughter

Commanders—

Festing

Cole

Powney

Christopher Knight

R. P. Hillyar, Esq., Surgeon, R.N.

ARMY.

Edward J. Priestly

Travers, late Rifle Brigade

William Miller, h.p. R.A.

Hen. Andrews, h.p. Cape Corps

Peter Bishop, Unatt.

John Bogue, do.

Jas. Briggs, 63rd F.

Wm. Biure, Unatt.

Wm. Burney, Cape Mounted Riflemen

John Clark, 54th F.

Andrew Clarke, 46th F.

Eyre J. Crabbe, 74th F.

Rob. N. Crosse, 36th F.

Cha. Deane, 1st F.

Wm. Hen. Elliott, 51st F.

Rob. Fraser, h.p. 93d F., Fort Major

Jersey

Alex. Grant, Unatt.

Jos. M. Harty, 33rd F.

John Wm. Henderson, h.p. 41st F.

Norman Lamont, 91st F.

Rob. Law, R. Newf. Vet. Cos.

Cha. Levinge, 71st F.

Hen. F. Lockyer, 97th F.

Pearce Lowen, Cape Mounted Riflemen

Mouison M. Madden, Unatt.

Geo. Marshall, 82nd F.

John Pennycook, 17th F

Jas. Hen. Phelps, 4 F.

Jas. Kerr Ross, Unatt.

John Singleton, do.

J. Clavell S. Slyfield, 60th F

Geo. Fitz G. Stack, 24th F.

Abraham B. Taylor, 9th F.

Per. Fra. Thorne, Unatt.

Jas. B. Thornhill, do.

Rob. Hen. Willcocks, 81st F.

Deputy Insp. Gen. of Hospitals—

Cha. F. Forbes, M.D. h.p.

James Arthur, M.D. h.p.

Assistant Inspector, Wm. Durie, h.p.

Ordn. Med. Dep.

STATIONS OF THE BRITISH ARMY ON 1ST MARCH, 1837

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed.]

- 1st Life Guards—Hyde Park.
- 2nd do.—Windsor.
- Royal Horse Guards—Regent's Park.
- 1st Dragoon Guards—Manchester.
- 2nd do.—Longford.
- 3rd do.—Ballinacollig.
- 4th do.—Dorchester.
- 5th do.—Leeds.
- 6th do.—Nottingham.
- 7th do.—Birmingham.
- 1st Dragoons—Dublin.
- 2nd do.—Dundalk.
- 3rd do.—Cullinstown.
- 4th do.—Bombay.
- 6th do.—Brighton.
- 7th Hussars—Hounslow.
- 8th do.—Dublin.
- 9th Lancers—Edinburgh.
- 10th Hussars—York.
- 11th Light Dragoons—Bengal.
- 12th Lancers—Coventry.
- 13th Light Dragoons—Madras.
- 14th do.—Glasgow.
- 15th Hussars—Newbridge.
- 16th Lancers—Bengal.
- 17th do.—Ipswich.
- Grenadier Guards [1st batt.]—Wellington B.
- Do. [2nd battalion]—St. John's Wood.
- Do. [3rd battalion]—Brighton and Windsor.
- Coldstream Guards [1st batt.]—Dublin.
- Do. [2nd battalion]—St. George's B.
- Sc. Fusilier Guards [1st batt.]—Portman B.
- Do. [2nd battalion]—The Tower.
- 1st Foot [1st battalion]—Limerick.
- Do. [2nd battalion]—Canada; Boyle.
- 2nd do.—Bombay; Chatham.
- 3rd do.—Bengal; Chatham.
- 4th do.—New South Wales; Chatham.
- 5th do.—Malta, ord. to Ion. Isl.; Gaspott.
- 6th do.—Bombay; Chatham.
- 7th do.—Bulton.
- 8th do.—Jamaica; Castlebar.
- 9th do.—Bengal; Chatham.
- 10th do.—Ionian Isles; Brecon.
- 11th do.—Ionian Isles; Waterford.
- 12th do.—Athlone.
- 13th do.—Bengal; Chatham.
- 14th do.—West Indies; Wexford.
- 15th do.—Canada; Galway.
- 16th do.—Bengal; Chatham.
- 17th do.—Bombay; Chatham.
- 18th do.—Ceylon; Galway.
- 19th do.—Buttevant.
- 20th do.—Bombay, on pass. home; Chatham.
- 21st do.—Van Diemen's Land; Chatham.
- 22nd do.—Jamaica; Templemore.
- 23rd do.—Kilkenny.
- 24th do.—Canada; Youghal.
- 25th do.—Templemore.
- 26th do.—Bengal; Chatham.
- 27th do.—Cape of G. Hope, Chatham.
- 28th do.—N. S. Wales; Chatham.
- 29th do.—Mauritius; Devonport.
- 30th do.—Bermuda; Hull.
- 31st do.—Bengal; Chatham.
- 32nd do.—Canada; Plymouth.
- 33rd do.—Gibraltar; Birr.
- 34th do.—America; Newbridge.
- 35th do.—Mauritius; Cork.
- 36th do.—W. Indies; Plymouth.
- 37th do.—Jamaica; Plymouth.
- 38th do.—Weedon.
- 39th Foot—Madras; Chatham.
- 40th do.—Bombay; Chatham.
- 41st do.—Madras; Chatham.
- 42nd do.—Edinburgh.
- 43rd do.—America; Plymouth.
- 44th do.—Bengal; Chatham.
- 45th do.—Madras; Chatham.
- 46th do.—Dublin.
- 47th do.—Malta; Portsmouth.
- 48th do.—Manchester.
- 49th do.—Bengal; Chatham.
- 50th do.—New South Wales; Chatham.
- 51st do.—Belfast.
- 52nd do.—Gibraltar; Carlisle.
- 53rd do.—Ionian Isles; Cork.
- 54th do.—Madras; Chatham.
- 55th do.—Madras; Chatham.
- 56th do.—Jamaica; Sunderland.
- 57th do.—Madras; Chatham.
- 58th do.—Ceylon; Portsmouth.
- 59th do.—Malta; Portsmouth.
- 60th do. [1st batt.]—Malta; Newcastle.
- Do. [2nd batt.]—Gibraltar; Jersey.
- 61st do.—Ceylon; Fermoy.
- 62nd do.—Madras; Chatham.
- 63rd do.—Madras; Chatham.
- 64th do.—Jamaica; Port George.
- 65th do.—W. Indies; Kinsale.
- 66th do.—Canada; Kinsale.
- 67th do.—W. Indies; Sheerness.
- 68th do.—Gibraltar; Portsmouth.
- 69th do.—W. Indies; Chatham.
- 70th do.—Malta; Guernsey.
- 71st do.—Dublin.
- 72nd do.—Cape of Good Hope; Limerick.
- 73rd do.—Ionian Isles; Mullingar.
- 74th do.—West Indies; Perth.
- 75th do.—Cape of Good Hope; Naas.
- 76th do.—W. Indies; Stirling.
- 77th do.—Dublin.
- 78th do.—Ceylon; Armagh.
- 79th do.—Glasgow.
- 80th do.—Chatham, ord. for N. S. Wales.
- 81st do.—Gibraltar; Clare Castle.
- 82nd do.—Gibraltar; Cork.
- 83rd do.—America; Stockport.
- 84th do.—Jamaica; Waterford.
- 85th do.—America; Clonmel.
- 86th do.—W. Indies; Fermoy.
- 87th do.—Mauritius; Nenagh.
- 88th do.—Portsmouth.
- 89th do.—West Indies; Omagh.
- 90th do.—Ceylon; Tralee.
- 91st do.—St. Helena; Drogheda.
- 92nd do.—Malta; Londonderry.
- 93rd do.—Newry.
- 94th do.—Birr.
- 95th do.—Dublin.
- 96th do.—Ennis-killen.
- 97th do.—Woolwich.
- 98th do.—C. of G. H., ord. home; Portsmouth.
- 99th do.—Mauritius, ord. home; Plymouth.
- Rifle Brig [1st batt.]—Chatham.
- Do. [2nd batt.]—Ion. Isles, ord. home; Dover.
- Royal Staff Corps—Hythe.
- 1st West India Regiment—Trinidad, &c.
- 2nd do.—New Providence and Honduras.
- Ceylon Rifle Regiment—Ceylon.
- Cape Mounted Riflemen—Cape of Good Hope.
- Royal African Colonial Corps—Sierra Leone.
- Royal Newfoundland Veteran Comp.—Newfd.
- Royal Malta Fencibles—Malta.

STATIONS OF THE ROYAL NAVY IN COMMISSION 1st MARCH, 1837.

- Acton**, 26, Capt. Lord Edward Russell, South America.
Ætna, 6, sur. v. Capt. A. T. E. Vidal, Coast of Africa.
Alban, st. v. Lieut. E. B. Tmling, partic. serv.
Algierne, 10, Lieut. W. S. Thomas, East Indies.
Andromache, 28, Capt. H. D. Chads, C.B. East Indies.
Asia, 54, Capt. W. Fisher, Mediterranean.
Astrea, 6, Capt. J. Clavell, Falmouth.
Batham, 50, Capt. A. L. Corry, Mediterranean.
Basilisk, 6, ketch, Lieut. G. G. Macdonald, South America.
Beacon, 8, sur. v., Lieut. T. Graves, Mediter.
Beagle, 10, Com. J. C. Wickham, Sheerness.
Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.
Belvidera, 42, Capt. C. B. Strong, West Indies.
Blazer, st. v., Lieut. J. M. Waugh, partic. serv.
Blonde, 46, Capt. F. Mason, C.B. South America.
Bonetta, 10, Lieut. H. P. Deceased, Coast of Africa.
Britanna, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.
Buzzard, 3, Lieut. P. Campbell, Coast of Africa.
Caledonia, 120, Admiral Sir Josias Rowley, Bt. K.C.B., Capt. G. B. Martin, C.B., Mediter.
Camelion, 10, Lieut. J. Bradley, partic. serv.
Carion, st. v., Lieut. E. E. Owen, West Indies.
Caryslut, 26, Capt. H. B. Martin, Sheerness.
Ceylon, 2, Lieut. J. G. McKenzie, ship, Malta.
Champion, 18, Com. G. St. V. King, W. Indies.
Charybdis, 3, Lieut. S. Mercer, Coast of Africa.
Childers, 16, Com. Hon. H. Keppel, Mediter.
Cleopatra, 26, Capt. Hon. G. Grey, S. America.
Clio, 16, Com. W. Richardson, Mediterranean.
Cockatrice, 6, Lieut. J. Douglas, Chatham.
Columbine, 18, Com. T. Henderson, Coast of Africa.
Comet, st. v., Lieut. G. T. Gordon, partic. serv.
Confiance, st. v., Lieut. W. Arlett, Mediter.
Conway, 28, Capt. C. R. Drinkwater, E. Indies.
Cornwallis, 74, Capt. Sir R. Grant, Kt., Plymouth.
Cruizer, 16, Com. W. A. Willis, W. Indies.
Curlew, 10, Lieut. L. Norcott, Coast of Africa.
Dec, 4, st. v. Com. W. Ramsay, W. Indies.
Dido, 18, Capt. L. Davies, C.B., Mediterranean.
Dolphin, 10, Lieut. T. L. Roberts, Coast of Africa.
Dublin, 50, Vice-Adm. Sir G. E. Hamond, Bart., K.C.B., Capt. R. Tait, S. America.
Echo, st. v., Lieut. W. James, West Indies.
Espon, 10, Lieut. C. W. Riley, Falmouth.
Excellent, 76, Capt. T. Hastings, Portsmouth.
Fanny, 10, sur. v. Capt. W. Hewett, Woolwich.
Firefly, st. v., Lieut. J. Pearce, Mediter.
Flamer, st. v., Lieut. J. M. Pothury, Woolwich.
Fly, 18, Com. R. Elliott, South America.
Forster, 3, Lieut. G. G. Miall, Coast of Africa.
Forte, 44, Capt. W. O. Fell, West Indies.
Gannet, 16, Capt. W. G. H. Whish, West Indies.
Griffin, 3, Lieut. J. G. D'Urban, West Indies.
Hailequin, 16, Com. J. E. Erskine, Mediterranean.
Harpy, 10, Lieut. Hon. G. R. A. Clements, W. Indies.
Harrier, 18, Com. W. H. H. Carew, S. America.
Hastings, 74, Vice-Adm. Sir W. H. Gage, G. C. H., Capt. H. Shiffner, Lisbon.
Hercules, 74, Capt. M. F. Berkeley, Sheerness.
Hermes, st. v. Lieut. W. S. Blount, Falmouth.
Hornet, 6, Lieut. F. R. Coghlan, South America.
Howe, 120, Vice-Adm. Sir B. Otway, Bt. K.C.B., Capt. C. H. Fremantle, Sheerness.
Imogene, 24, Capt. H. W. Bruce, S. America.
Incassant, 30, Capt. D. Fring, Plymouth.
Jaseur, 16, Com. J. Hackett, Mediterranean.
Jark, 4, sur. v. Lieut. E. Barnett, W. Indies.
Leverett, 10, Lieut. C. I. Bosanquet, Coast of Africa.
Lightning, st. v., Lieut. Jas. Shambler, partic. service.
Lynx, 3, Lieutenant H. V. Huntley, Coast of Africa.
Madagascar, 46, C. pt. Sir J. S. Peyton, K.C.H. West Indies.
Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon.
Magnificent, 4, Lieut. J. Paget, rec. ship, Jamaica.
Maggie, 4, Lieut. T. S. Brock, Mediterranean.
Malabar, 74, Capt. Sir W. A. Moutagu, C.B. K.C.H., Lisbon.
Medea, st. v. Com. H. T. Austin, Mediter.
Melville, 74, Vice-Adm. Sir Peter Halkett, G.C.H.; Capt. P. J. Douglas, N. America and W. Indies.
Meteor, st. v. Lieut. G. W. Smith, W. Indies.
Minden, 74, Capt. A. B. Sharpe, C.B., Lisbon.
Nautilus, 10, Lieut. W. Cooke, Mediter.
Nimrod, 20, Com. J. Fraser, W. Indies.
North Star, 28, ———— Portsmouth.
Orestes, 18, Com. J. J. F. Newell, Mediter.
Partidge, 10, Lieut. P. Bisson, Falmouth.
Pearl, 20, Com. Lord C. Paget, partic. serv.
Pelican, 16, Com. B. Popham, Coast of Africa.
Pelorus, 16, Com. T. Harding, Portsmouth.
Pembroke, 74, Capt. F. Molesley, C.B., Lisbon.
Phoenix, st. v., Capt. Lord John Hay, Com. W. H. Henderson, partic. service.
Pickle, 5, Lieut. A. G. Bulman, W. Indies.
Pichey, 5, Lieut. E. Bevan, West Indies.
Pique, 36, Capt. Hon. H. J. Rous, partic. service.
Portland, 52, Capt. D. Price, Mediterranean.
Princess Charlotte, 104, Capt. A. Faushawe, Portsmouth.
Pylades, 18, Com. W. L. Castle, Coast of Africa.
Racehorse, 18, Com. Sir J. E. Home, Bt. West Indies.
Racer, 16, Com. J. Hope, West Indies.
Rainbow, 28, Capt. T. Bennett, West Indies.
Raleigh, 16, Capt. M. Quin, East Indies.
Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.
Rattlesnake, 28, Capt. W. Hobson, E. Indies.
Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.
Revenge, 78, Capt. W. Elliott, C.B. K.C.H., Mediterranean.
Rhadamanthus, st. v., Lieut. J. Duffill, partic. serv.
Ringdove, 16, Capt. W. F. Lapidge, partic. serv.
Rodney, 92, Capt. Hyde Parker, Mediter.
Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.
Rose, 18, Com. W. Barrow, East Indies.
Rover, 18, Com. Chas. Eden, South America.
Royal Adelaide, 101, Adm. Lord A. Boscawen, G. C. H.; Capt. J. Sykes, Plymouth.
Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.
Royalist, 10, Lieut. Hon. E. Plunkett, partic. serv.
Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon.
Salamander, st. v. Com. S. C. Dacres, partic. serv.
Samarang, 28, Capt. W. Broughton, Plymouth.
San Josef, 110, Capt. C. Hancock, C.B., guard-ship, Plymouth.
Sapphire, 28, Capt. R. F. Rowley, Mediterranean.
Saracen, 10, Com. T. P. Le Hardy, partic. serv.
Satellite, 16, Com. I. Robb, West Indies.
Savage, 10, Lieut. Hon. F. R. Curzon, partic. serv.
Scorpion, 10, Lieut. C. Gayton, Plymouth.
Scout, 18, Com. B. Craigie, C. of G. Hope

Scylla, 16, Com. Hon. J. Denman, Plymouth.
 Seaflower, 4, Lieut. J. Roche, Channel.
 Seringapatam, 46, Capt. J. Leith, Sheerness.
 Serpent, 16, Com. R. L. Warren, W. Indies.
 Skipjack, 5, Lieut. J. J. Robinson, W. Indies.
 Snake, 16, Com. A. Milne, Sheerness.
 Sparrow, 10, Lieut. R. Lowcay, Portsmouth.
 Speedy, 8, Lieut. J. M. Motley, partic. serv.
 Spider, 6, Lieut. J. O'Reilly (*a*) South America.
 Spitfire, st. v. 6, Lieut. A. Kennedy, partic. serv.
 Stag, 46, Capt. T. B. Sullivan, C.B., Plymouth.
 Staining, sur. v., Lieut. H. Kellett, S. America.
 Sulphur, sur. v., Com. E. B. Jelfer, S. America.
 Talvolta, 74, Capt. W. B. Mends, Plymouth.
 Talbot, 28, Capt. F. W. Pennell, S. America.
 Tarrarus, st. v. Lieut. H. James, Woolwich.
 Temeraire, 104, Capt. T. F. Kennedy, guard ship.
 - Sheerness.
 Terror, bomb, Capt. G. Back, partic. service.
 Thalia, 46, Rear-Admiral Sir P. Campbell,
 K.C.B.; Capt. R. Wauchope, Cape of Good
 Hope and Coast of Africa.
 Thunder, sur. v. Capt. R. Owen, West Indies.
 Tribune, 24, Capt. J. Tomkinson, Mediter.
 Trinculo, 16, Com. H. E. Coffin, Plymouth.

Tweed, 20, Com. Hon. F. T. Pelham, partic. serv.
 Tyac, 28, Capt. Vjse. Ingestrie, C. B., Mediter-
 ranean.
 Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B.
 Mediterranean.
 Vernon, 50, Capt. J. M'Kerlie, Medit.
 Vestal, 26, Capt. W. Jones, West Indies.
 Victor, 16, Com. R. Crozier, East Indies.
 Victory, 104, Capt. T. Searle, C.B., guard-ship,
 Portsmouth.
 Viper, 6, Lieut. W. Winniett, partic. service.
 Volage, 28, Capt. P. Richards, Mediter.
 Volcano, st. v., Lieut. W. M'Ilwaine, partic. serv.
 Wanderer, 16, Com. T. Bushby, West Indies.
 Wasp, 16, Com. J. S. Foreman, West Indies.
 Water Witch, 10, Lieut. J. Adams (*b*), Coast
 of Africa.
 William and Mary, yacht, Capt. Sir J. Louis,
 - Bart., Woolwich.
 Winchester, 52, Vice-Admiral the Hon. Sir T.
 B. Capel, K.C.B., Captain E. Sparshott
 - K. H., East Indies.
 Wolf, 18, Com. E. Stanley, East Indies.
 Wolverine, Com. Hon. E. Howard, Mediter.
 Zebra, 16, Capt. R. C. M'Crea, East Indies

SLOOPS OF WAR COMMISSIONED AS PACKETS.

Aleut, Lieut. C. H. Norrington.
 Briscis, Lieut. John Downey.
 Cockatrice, Lieut. Douglas.
 Delight, Lieut. J. Moore (*b*).
 Express, Lieut. W. P. Croke.
 Goldfinch, Lieut. Edw. Collier.
 Hope, Lieut. W. L. Rees.
 Lapwing, Lieut. G. B. Forster.
 Linnet, Lieut. W. Downey.
 Lyra, Lieut. W. Forrester.
 Magnet, Lieut. S. Giffith.
 Magpie, Lieut. Richard Pawle.
 Nightingale, Lieut. G. Fortescue.
 Opossum, Lieut. Robt. Peter.

Pandora, Lieut. R. W. Innes.
 Pigeon, Lieut. J. Harvey.
 Plover, Lieut. William Luce.
 Ranger, Lieut. J. H. Turner.
 Reindeer, Lieut. H. P. Dicken.
 Renard, Lieut. Geo. Dunsford.
 Seagull, Lieut. J. Parsons.
 Sheldrake, Lieut. A. R. L. Passingham.
 Skylark, Lieut. C. P. Ladd.
 Spoy, Lieut. Rob. B. James.
 Star, Lieut. C. Smith.
 Swift, Lieut. Welch.
 Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

TO BE LIEUTENANTS.

Henry Eden
 James E. Katon

APPOINTMENTS.

ADMIRAL.

The Hon. Sir Robert Stopford, G.C.B., to be
 Commander-in-Chief in the Mediterranean.

CAPTAINS.

Sir T. Fellowes, Kt. C.B., Vanguard
 T. Moresby, C.B., Pembroke
 Sir R. Grant, Kt., Cornwallis
 A. Fanshaw, Princess Charlotte
 J. Leith, Seringapatam

COMMANDERS.

F. Harding, Perolus
 T. Bushby, Wanderer
 G. St. V. King, Champion
 W. G. H. Whish, Gannet
 T. V. Watkins, Cornwallis
 G. A. Sainthill, Princess Charlotte
 J. C. Wickham, Beagle
 T. Ogile, Hercules

LIEUTENANTS

Sir E. A. Nicholson, Trinculo
 R. Parry, Coast Guard
 W. T. Griffiths, Britannia

Hon. S. T. Carnegie, North Star
 H. J. Lacon, Do.
 H. T. Lays, Stag
 J. M'Donnell, Royal George yt.
 Hon. E. Plunkett, to com. Royalist
 J. M. Motley, to com. Speedy
 J. Holbrook, Coast Guard
 E. Keane, Do.
 J. H. Ward, Excellent
 W. H. Johnstone, Do.
 H. Jauncey, Snake
 R. W. Miller, Do.
 W. Winniett, to com. Viper
 J. C. Bynon, Talavera
 W. Forrester, to com. Lyra
 A. Wakefield, Cornwallis
 J. B. P. Hay, Do.
 J. B. Cragg, Do.
 Hon. K. Stewart, Do.
 L. T. Jones, Princess Charlotte
 E. Bevan, to com. Pincher
 C. Gayton, Scorpion
 R. Lowcay, to com. Sparrow
 T. G. Forges, Victory
 A. Murray, Do.
 H. H. Bingham, Do.
 R. W. Otway, Do.
 H. Church, Hercules
 - Soney, Portsmouth Somaphore
 M. Allen, Seringapatam
 C. Gayton, to com. Scorpion

MASTERS.

E. J. P. Pearn.....North Star
 W. Forbes (acting).....Perolus
 W. Purdo.....Master-Attendant, Chatham
 C. Brown, Assist. do. Sheerness
 J. Henderson.....do. Chatham
 H. Davy.....Cornwallis
 T. Elson.....Victory

SURGEONS.

J. W. Reid.....Perolus
 J. Sinclair, M.D.....Inconstant
 S. Sinclair, M.D.....San Josef
 E. Scott, M.D.....Cornwallis
 F. Charlton.....Thalia

ASSIST-SURGEONS.

P. Reilly.....Perolus

W. H. Forster (sup).....Britannia
 W. M. Gill.....Griffon
 J. G. Lyell.....San Josef
 F. Frazer.....Cornwallis
 W. T. Rogers.....Do.
 J. G. McWilliam.....Do.
 A. Bradford.....Victory
 W. Kent.....Do.
 C. Priaulx.....Do.
 C. D. Steel.....Thalia

PURSERS.

C. T. Thornton.....Perolus
 J. Fletcher.....Cornwallis
 W. G. Mason.....Victory

CHAPLAIN.

Rev. E. Kitson.....Victory

ARMY.

WAR OFFICE, Jan. 27.

1st Regiment of Dragoons—Lieut.-Gen. Righ. Hon. Sir R. H. Vivian, Bart., K.C.B., from the 12th Light Dragoons, to be Colonel, vice Major-Gen. Hon. Sir E. C. Ponsonby, dec.

12th Light Dragoons—Lieut.-Gen. Sir H. J. Cumming, to be Colonel, vice Lieut. Gen. Sir R. H. Vivian, appointed to the command of the 1st Dragoons.

8th Foot—Capt. R. Westenra, from the h.p. Unat. to be Capt. vice W. Calder, who exch.

49th—Ensign and Adjutant H. Wheeler, to have the rank of Lieut.

50th—Lieut. H. Gunton to be Capt. by purch. vice M'Lean, who retires; Ensign H. Stapleton to be Lieut. by purch. vice Gunton; H. Hill, Gent. to be Ensign by purch. vice Stapleton.

53th—E. Pitman, Gent. to be Ensign by purch. vice Fraser, promoted in the Royal African Colonial Corps.

69th—Gent. Cadet T. J. Kearney, from the Royal Military College, to be Ensign without purch. vice Geddes, promoted in the 2nd West India Regiment.

85th—Lieut. W. Newhouse to be Capt. without purch. vice Fraser, dec; Lieut. J. F. Sparke, from the 2nd West India Regiment, to be Lieut. vice Newhouse.

2nd West India Regiment—Ensign A. Geddes, from the 69th Foot, to be Lieut. without purch. vice Sparke, app. to the 95th Foot.

Royal African Colonial Corps—Ensign W. Fraser, from the 56th Foot, to be Lieut. without purch. vice Hely, who retires.

Hospital Staff—Brevet Deputy-Inspector of Hospitals—T. Kidd, M.D., to be Deputy Inspector-General of Hospitals, vice Shey, prom.

COMMISSARIAT.

To be Commissaries-General to the Forces—Deputy Commissary-Generals H. Cockesedge, W. Potrie, J. H. Adams.

To be Deputy Commissaries-General—Assistant Commissaries-General N. Malassez, H. J. Wild, C. Palmer, W. Millor, W. Laidley, W. Auther, J. Laidley, W. Hayward, H. Hill, F. E. Knowles, A. Moodie.

To be Assistant Commissaries-General—Deputy Assistant Commissaries-General T. Rayner, M. Bailey, J. Woolrabe, J. Davidson, J. Leggatt, W. Bailey, C. W. Beverley, E. Ely, J. Lane, G. Swinney, W. Ragland, G. Elliott, A. Chalmers, W. F. Bowman, J. D. Watts, J. Slade.

To be Deputy Assistant Commissaries-General—Commissariat-Clerks T. J. Lampier, G. Shephard, R. Neill, E. T. Grinley, W. Maturin, J. W. Bovell, W. Dalrymple, R. Routh, A. Edwards.

Memorandum—His Majesty has been graciously pleased to permit the 72nd (formerly

78th) Regiment to bear on its colours and appointments, in addition to any other badges or distinctions heretofore granted, the word "Hindustan," in commemoration of the meritorious services of the regiment while in India, from the year 1782 to 1798. This distinction has already been granted to the 36th, 52nd, and 71st (formerly 73rd) regiments, which were employed in India about the same period, and on the same services.

OFFICE OF ORDNANCE, Jan. 26.

Royal Regiment of Artillery—First-Lieut. G. H. Hyde to be Second Captain, vice King, dec; Second-Lieut. M. C. Mattison to be First-Lieut. vice Hyde.

WAR OFFICE, Jan. 31.

Memorandum—The half-pay of the under-mentioned officers has been cancelled from the 31st instant, inclusive, they having received commuted allowances for their commissions.—Ensign Ferdinand Augustus de Laspey, h.p. 2nd Line Battalion Kings German Legion; Quartermaster Andrew Maclean, h.p. 97th Foot; Lieut. Thomas Cockerill, h.p. 17th Light Dragoons.

WAR OFFICE, Feb. 3.

4th Light Dragoons—Lieut. J. Miller, from the 8th Light Dragoons, to be Lieut. vice Hubbard, who exch.; Lieut. T. Lloyd to be Adjutant, vice Gordon, who resigns the Adjutancy only.

8th Light Dragoons—Lieut. G. J. Hubbard, from the 4th Light Dragoons, to be Lieut. vice Miller, who exch.; Cornet G. Brown to be Adjutant, vice Reilly, who resigns the Adjutancy only.

9th Light Dragoons—Lieut. Gen. S. Need to be Col. vice Gen. the Earl of Roslyn, G.C.B. dec.

16th Light Dragoons—Cornet R. Downie to be Lieut. by purch. vice Kemp, who retires; H. D. Sweetenham, Gent. to be Cornet by purch. vice Downie.

Coldstream Foot Guards—Hon. A. E. P. Graves (Page of Honour to the King) to be Ensign and Lieut. without purch.

8th Foot—Brevet Lieut.-Col. C. B. Turner, from the h.p. Unat. to be Major, vice Powell, dec.; Lieut. J. Pingle to be Capt. by purch. vice Westenra, who retires; Ensign J. E. West to be Lieut. by purch. vice Pingle; E. Lavie, Gent. to be Ensign by purch. vice West; Quartermaster-Sergeant J. Aldrich to be Ensign without purch. vice St. Leger, dec.; Assistant-Surgeon P. Fraser to be Surgeon, vice Cardiff, dec.; Staff-Assistant-Surgeon W. H. Anderson, M.D. to be Assistant-Surgeon, vice Fraser.

13th Foot—Ensign W. A. Sinclair to be Lieut. without purch. vice Sewell, dec.; Ensign G. Wade, from the 1st West India Regt. to be Ensign, vice Sinclair.

39th—Ensign J. S. Atkinson, from the 77th Regt. of Foot, to be Lieut. without purch. vice Innes, prom.; Lieut. M. G. Nixon to be Adjutant, vice Jones, prom.

52d—Lieut. E. Wells to be Capt. without purch. vice Mandihon, dec.; Ensign R. H. Dyke to be Lieut. vice Wells; Gentleman Cadet H. J. Warre, from the Royal Military College, to be Ensign, vice Dyke.

63rd—Lieut. G. M. Carrow to be Capt. without purch. vice Young, dec.; Ensign V. Berdmore to be Lieut. vice Carrow; Gentleman Cadet J. R. Lysaght from the Royal Military College, to be Ensign, vice Berdmore.

77th—Gentleman Cadet R. Baillie, from the Royal Military College, to be Ensign without purch. vice Atkinson, prom. in the 39th Regt. of Foot.

1st West India Regiment—A. W. Mackenzie, Gent. to be Ensign without purch. vice Wade, app. to the 13th Regt. of Foot.

Brevet—Captain O'Hara Baynes, Fort-Major at Alderney, to be Major in the Army.

OFFICE OF ORDNANCE, Feb. 6.

Royal Regiment of Artillery—Second-Lieut. E. Price to be First-Lieut. vice Hawker, dec. Corps of Royal Engineers—Second-Lieut. C. D. Robertson to be First-Lieut.

WAR OFFICE, Feb. 10.

1st Life Guards—Sub-Lieut. G. Rushout to be Lieut. by purch. vice Caulfield, who retires; Sir C. W. Kent, Bart. to be Cornet and Sub-Lieut. by purch. vice Rushout.

11th Light Dragoons—Cornet J. O. Burridge to be Lieut. without purch. vice Arnold, dec.

8th Foot—Ensign E. Denny, from the h. p. of 83rd Foot, to be Ensign, vice Aldrich, app. Quartermaster; Ensign J. Aldrich to be Quartermaster, vice Brodribb, who retires upon h. p.

17th—Lieut. J. Erskine to be Capt. by purch. vice Anley, who retires; Ensign C. T. Powell to be Lieut. by purch. vice Erskine; E. J. Ellerman, Gent. to be Ensign by purch. vice Powell.

19th—Capt. T. Hamilton to be Major without purch. vice Hughes, dec.; Lieut. A. Scott to be Capt. vice Hamilton; Ensign A. Walsh to be Lieut. vice Scott; Ensign E. J. Ellerman, from the 17th Foot, to be Ensign vice Walsh.

39th—Adam Hackett, Gent. to be Ensign by purch. vice Newcome, whose app. has not taken place.

46th—Ensign J. E. Carol to be Lieut. by purch. vice Godwin, who retires; J. F. Bromie, Gent. to be Ensign by purch. vice Carol.

47th—Lieut. J. W. Crowdy, from the 80th Foot, to be Lieut. vice Macdonald, who exch.

56th—Lieut. G. E. Malby, from the h. p. 20th Foot, to be Lieut. vice White, app. Adjutant of a recruiting district.

59th—Lieut. F. Baring, from h. p. 60th Foot, to be Lieut. vice Glover, who exch.

80th—Quartermaster-Sergeant F. Hayes to be Quartermaster, vice Campbell, who retires upon h. p.

84th—Francis W. Innes, M.D. to be Assist-Surg. vice Black, dec.

89th—Lieut. J. J. D. H. Macdonald, from the 47th Foot, to be Lieut. vice Crowley, who exch.

97th—Ensign R. Colvill to be Lieut. by purch. vice Nagel, who retires; G. M. Gowan, Gent. to be Ensign by purch. vice Colvill.

98th—Major J. Allen, from h. p. Unat. to be Major, vice Brown, who exch. receiving the difference.

Brevet—Lieut.-Col. W. Wyde, of the Royal

Artillery, to have the local rank of Colonel, while employed on a special service in Spain; Major J. N. Colquhoun, of the Royal Artillery, to have the local rank of Lieutenant-Colonel, while employed on a special service in Spain.

Staff—Lieut. J. White from 56th Foot, to be Adjutant of a recruiting district, vice Ross, prom.

Royal Military College—Major-Gen. Sir G. Scovell, K.C.B. to be Governor, vice Gen. the Hon. Sir E. Paget, G.C.B. appointed to Chelsea Hospital; Colonel T. W. Taylor, upon h. p. of the late Riding Establishment, to be Lieut.-Gov. vice Sir G. Scovell.

OFFICE OF ORDNANCE, Feb. 13.

Royal Regiment of Artillery—Second Lieut. J. W. Donville to be First-Lieut. vice Beauchamp, retired on h. p.

WAR OFFICE, Feb. 17.

2nd Dragoon Guards—Cornet G. A. Ede to be Lieut. by purch. vice Preacott, who retires; F. G. Campbell, Gent. to be Cornet by purch. vice Ede.

5th Dragoon Guards—Lieut. N. Cowley, from 89th Foot, to be Lieut. by purch. vice Scott, who retires.

1st or Grenadier Regiment of Foot Guards—Col. T. Grant to be Major by purch. vice Wynyard, who retires upon h. p. Unat.; Lieut.-Col. R. Johnson, from the h. p. Unat. to be Capt. vice Grant; Capt. J. R. Craufurd to be Capt. and Lieut.-Col. by purch. vice Johnson, who retires; Lieut. F. C. Joddrell to be Lieut. and Capt. by purch. vice Craufurd; J. T. West, Gent. to be Ensign and Lieut. by purch. vice Joddrell.

7th Foot—Ensign the Hon. H. C. Boyle, from 24th Foot, to be Lieut. by purch. vice Freer, who retires.

8th—J. L. Marsden, Gent. to be Ensign by purch. vice Denny, who retires.

17th—J. P. Perceval, Gent. to be Ensign without purch. vice Ellerman, app. to 19th Foot.

24th—C. R. Harris, Gent. to be Ensign by purch. vice Boyle, prom. in the 7th Foot.

40th—Lieut.-Gen. Sir L. Smith, K.C.B. from 78th Foot, to be Col. vice Lieut.-Gen. Sir G. Cooke, K.C.B. dec.

43rd—Staff Assist-Surg. G. N. Fonker to be Assist-Surg. vice Hamilton, dec.

45th—Capt. A. Erskine, from 63rd Foot, to be Capt. vice Sidley, who exch.

46th—Capt. R. Hardwick, from h. p. Unat. to be Capt. vice Anstuthier, who exch. receiving the difference.

47th—Capt. M. Dalryell to be Major by purch. vice Sadler, who retires; Lieut. J. Sutton to be Capt. by purch. vice Dalryell; Ensign H. Bridges to be Lieut. by purch. vice Sutton; T. W. Elrington, Gent. to be Ensign by purch. vice Bridges.

63rd—Capt. A. G. Sidley, from the 45th Foot, to be Capt. vice Erskine, who exch.

75th—Lieut. E. Knollys to be Capt. by purch. vice Tyssen, who retires; Ensign C. E. P. Gordon to be Lieut. by purch. vice Knollys; T. Plupps, Gent. to be Ensign by purch. vice Gordon.

78th—Lieut.-Gen. P. Anderson to be Col. vice Lieut.-Gen. Sir L. Smith, app. to the com. of the 40th Foot.

89th—Ensign C. Daly to be Lieut. by purch. vice Cowley, app. to the 5th Dragoon Guards; C. Saunders, Gent. to be Ensign by purch. vice Daly.

94th—Lieut. M. Pattison, from 99th Foot, to be Paymaster, vice Fisk, replaced upon h. p.

95th—Ensign R. K. Newcome to be Lieut. by purch. vice Van Homrigh, who retires; C. Re-

gers, Gent to be Ensign by purchase vice Newcome

98th—Capt H Eyre to be Major by purchase vice Allen, who returns. Lieut J Rimmer to be Capt by purchase vice Lieut Ensign S W Russell to be Lieut by purchase vice Rimmer. I J Nixon, Gent to be Ensign by purchase vice Russell

99th—Lieut M C Seton from h p Unit to be Lieut vice Pattison, app Paymaster to the 94th Foot

Rifle Brigade—Major R L Dickson from the h p Unit to be Major vice Cox prom

Royal Militia Fencible Regiment—Lieut C Cutajar to be Capt with temporary rank in the Army vice Metrovich who returns upon h p. Ensign G Pitt to be Lieut with temporary rank in the Army vice Cutajar. N Metrovich (ent to be Ensign with the temporary rank in the Army vice Pitt)

Unattached—Major J Cox from the Rifle Brigade, to be Lieut Col without purchase. Bro

vel Major J H Walsh, from 54th Foot, to be Major without purchase

Hospital Staff—H Mackey, Gent to be Assist Surg to the Forces, vice Foaker, app to 43rd Foot

Garrison—Major Gen Charles Murray Lord Glenock to be Governor of Edinburgh Castle, vice Lieut Gen the Hon P Stuart

Brevet—Capt R Handcock of the 46th Foot to be Major in the Army

The names of the undermentioned officers were omitted in the List of those promoted by Brevet in the Gazette of January 10 1857—Colonel John Mallet Hume on the half pay of the 44th Foot to be Major General in the Army. Major Charles Lionel FitzGerald on the half pay of the 16th Foot to be Lieutenant Colonel in the Army. Captain William Ranald on Dickson. Major of Brigade to the Forces serving in Canada, to be Major in the Army

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS

Jan 14 at Paris the Lady of Major Gen Sir Neil Douglas C B K C B of a daughter

Jan 15 at Madras the Lady of Major Lower 10th Regt of a daughter

At Wexford near Lucan the Lady of Major Gen Sir Hyton Scott K C B of a son

At Edinburgh the Lady of Lieut Col Sir H Panckhurst Unit of a son

At Belle Vue House Scotland the Lady of Lieut Arthur W Jamniglan RN of HM Excellent of a daughter

Jan 29 at Look, Dorset the Lady of Lieut Geo Davies, RN commander of the Future revenue cutter of a daughter

Feb 8 at Templeton the Lady of Capt Jaye 25th Regt of a daughter

At Dundee the Lady of Col Chambers, K H, of a daughter

Feb 10 at Staplegrave near Tinton the Lady of Capt Francis Blundell, 11th Light Dragoons of a daughter

Feb 17 at Tunbridge Wells, the Lady of Major Seones, late 81st Regt, of a son

MARRIAGES

At Quebec Lieut G T Downes 66th Regt, to Emma daughter of W Kemble Esq, of Quebec

At St Mary's Church Mylestone, Major Man, 99th Regt, to Miss Margaret Grace Palmer

At Ingham Church (All Souls), Capt Vitell Henry Lygon 1st 64th Foot, to Jane eldest of Lieut J Lygon, 61st Regt

Feb 1 at Kingston Lieut I B Brown RN, eldest son of Capt I Brown RN, to Louisa, eldest daughter of the late Lieut A Bilton, Esq of Calcutta

Feb 2 at Stonehouse Devonport, Lieut Philip Henry Despard, 36th Regt to Frances Anne, eldest daughter of Major General O'Brien

At Athlone, Rear Admiral the Hon William Le Poer Trench, to Margaret, relict of the late Arthur Handcock, Esq of Belfast

Feb 3, at St Mary's Bryanston square Major General Boardman, to Mrs Elizabeth Beaumont, of Montague street

DEATHS

June 5, 1856, Colonel Gilles, C B, h p 40th Regt.

June 30 at Trichinopoly Malais, Capt Mandillon 10th Regt

July 4 in India Major Mican Unit

Aug 21 at Madras Capt Young 3rd Regt

Sept 5 at Bangalore Lieut H Hindmatt, 33rd Regt

Nov 3 en passage to the Mauritius Capt G Hatt, R A

Nov 4 at Brighton Lieut Greenough, h p 16th Regt

Dec 1, Assist Surg (Bell h p 30th Regt

Dec 1, at Jamaica Dr C Rife Surgeon 8th Regt

Dec 5 at Jamaica Dr C Rife Surgeon 8th Regt

Dec 10 Lieut J N Bell h p 10th Regt

Dec 24 at sea to, Isl of Sky Capt Micoi h p Ind Comp

Dec 25 at Linbeck, Major Rudolf K H, h p 1st Light Infantry German Legion

Dec 29 at Minden, near Hanover Capt Richwinkell, h p Art German Legion

Colonel Clifford C B and K B late 59th Regt

Jan 2, at Brussels Lieut Col Percival C B formerly of the Rifle Brigade

Jan 2, near Stockton on Tees Colonel J F Maddison, h p Kelso Regt

Jan 3 Lieut Burnaby h p 77th Regt

Col Geo Jackson North Mayo Militia

Jan 4 at Hildesheim, Col Count Linsingen, (local rank)

Lieut Col Grev, h p York Fencibles

Lieut Hon G W Macey h p 1st Dragoons

Major Gen H D Sherwood 1st India Co Service

Capt Terrand h p 129th Regt

Capt Fehr h p Murren's Regt

At Neuchâtel, Switzerland, Capt C F Prince, R L

Jan 7 Lieut Hallion late 9th R V B

Jan 7 Quartermaster Fraser h p 43rd Regt

Jan 9, Lieut Hindwick h p 14th Dragoons

Jan 16 at Bath, Charles Mypothier Esq, Dep Ins Gen of Hospitals

Jan 17 Quartermaster Pugh, h p Royal Wag Train

Jan 18 Lieut Henry, h p 11th Regt

Jan 18 at Jersey Com L Kelly RN

Jan 19 at Kennington, Lieut Fuller, late 5th R V B

Assist-Surg. Jameson, 10th Regt.

David Brownrig, Esq., Dep. Ins. Gen. of Hospitals.

Jan. 30, Lieut. Hugh Munro, late 5th R. V. B. Jan. 31, at Chelsea, Lieut. Gen. Lundenthal, aged 39.

Jan. 22, at Buttevant, after a tedious illness, brought on from long tropical services, Major Hughes, 19th Regt.

Jan. 22, at Bath, in the 75th year of his age, Sir Richard Dacres, G.C.H., Vice-Admiral of the Red.

At Livelihoods, Stirlingshire, in his 82nd year, Lieut.-Col. William Bain, late 97th Regt.

Jan. 22, Capt. Edgecumbe, R.N., and of Edgecumbe, Devon.

Jan. 22, Lieut. Gen. h.p. Royal Wag. Train.

Lieut. W. Coyde, R.N., Coast Guard Service.

Jan. 23, on board H.M.S. Canopus, on her passage from Gibraltar to England, Lieut. G. W. Irving, R.M.

At Fort Erie, Upper Canada, George Colls, Esq., Surg. R.N.

At Bath, Colonel Patrick Doherty, C.B., K.C.H., late 13th Light Dragoons. The eminent services of this distinguished officer commenced and terminated in the 13th Light Dragoons, in which he was appointed Cornet in 1794. Serving principally in Ireland, until he attained the rank of Captain, he sailed with his regiment from Cork in February, 1796, for St. Domingo.

In February, 1810, having at this period obtained the Lieut.-ant Colonelcy of the 13th, with the Brevet rank of Colonel, he sailed with his regiment to Portugal, and served in Portugal, Spain, and France, till July, 1814, when the regiment returned to England.

During the above period he was personally in command of the regiment in the following general actions, viz.—Battle of Vittoria, on the 21st June, 1813; battles of the Pyrenees, 28th and 30th July, 1813; battle, when the French lines were forced, and the British Army entered France, 10th Nov., 1813; battle at the crossing of the Nive, 6th Dec., 1813; battle of Bayonne, 13th Dec., 1813; battle on the heights near Garris, 15th Feb., 1814; battle of Othees, 27th Feb., 1814; battle of Yve, 1st March, 1814; battle near Tarbes, 20th March, 1814; battle of Toulouse, 10th April, 1814. He was with his regiment, also, when it composed part of the covering army at the sieges of Badajos, Pamplona, and Bayonne.

Exclusive of the above general engagements, he was, during the course of his service in Portugal, Spain, and France, personally engaged, and under fire with his regiment, in twenty-six affairs with the enemy—chiefly his cavalry; these include the successful attacks made by the regiment on the enemy's cavalry at Campo Mayor, Los Santos, St. Gaudine, &c., &c., and in all these affairs, except two (those at Campo Mayor and Los Santos), had the honour of commanding the regiment.

He was nominated a Companion of the Most Honourable Military Order of the Bath, 4th June, 1815; and Knight Commander of the Royal Hanoverian Guelphic Order, January, 1835. Colonel Doherty had lost two sons in the Service; the one a Major in the 13th Light Dragoons, the other of the 27th Foot.

At Liverpool, Major J. S. Powell, 8th Regt.

Jan. 27th, at Colfu, Lieut. George Henry Hawker, R.A.

Jan. 27, at Brighton, R. W. Alexander, Esq., Dep. Com. Gen.

Com. Stow, R.N.

Lieut. Levett, R.N.

Lieut. J. Williams, R.N.

J. Franklin, Esq., Master, R.N.

Jan. 29, at Ramsgate, Richard Kent, Esq., M.D., Surgeon, R.N.

Lieut. Truss, R.N.

Lieut. Pyne, R.N., Coast Guard Service.

Jan. 30, Lieut. Henry Bain, late 33d Regt.

Jan. 31, at Torpoint, near Devonport, Lieut. John Blythe, R.N.

Feb. 1, at the Royal Naval Hospital, Plymouth, Lieut. Obadiah Newell, R.N., aged 73. Joseph Barnes, Esq., Master, R.N.

Feb. 3, at Harefield Park, Lieut. Gen. Sir George Cooke, K.C.B., Col. of the 40th Regt.

Feb. 3, at Hammersmith, F. Goodwin, Esq., late Assist. Surg. 1st Life Guards.

Feb. 5, at Devonport, Com. H. H. Birkhead, R.N.

Feb. 8, at Exmouth, Adml. Sir Manly Dixon, K.C.B.

On board the Hero, merchant vessel, off the Isle of Wight, being on his passage from Funchal to England, Lieut.-Col. Purdon, 41st Regt.

Feb. 8, at Bagnor, Capt. Baumgarten, R.M.

At Tamerton, Lieut. Sparrow, R.N.

At Westminster, Rear Adml. Wm. D'Urban, aged 65.

Feb. 11, at Edinburgh, Gen. Sir James Hay, K.C.H., Col. of the 2nd Dragoon Guards.

At Harley House, Bath, Gen. Sir Robert Blau, K.C.B.

Feb. 13, Com. James Manderson, R.N.

Feb. 15, at Diskine House, Renfrewshire, Lieut. Gen. the Hon. W. Stuart, late of the Grenadier Guards.

Feb. 16, in London, Com. G. Peard, R.N.

The late Colonel Miller Clifford, C.B. and K.H., whose death we recorded last month, was appointed an Ensign in the 83d Regiment, in November 1791, and was on service with his regiment in Jamaica during the Maroon War, from May to October, 1795. At the latter period he sailed with his corps for the island of St. Domingo, and served there from October, 1795, to September, 1798. During that period he was present at the defence of Fort Ivis, in the district of Jeremie, when it was twice besieged by the enemy, who attempted in great force to carry the place by storm, but were repulsed with considerable loss. The command of the Fort devolved on Lieutenant Clifford, the senior officer (Lieutenant Talbot, 82nd Regiment) being early killed in the assault, on which occasion he received the following letter from Brig.-General Churchill:—

“Government House,
Jeremie, April 21, 1797.”

“DEAR SIR,—I received your report of the attack of Ivis this morning. I thank you very much, as well as all your comrades and men—almost to whom alone, I understand from several quarters, we are to attribute so brilliant a victory. Tell them I shall take care to make a more particular report of your spirit and valour to General Smeath than I have already done. I need not recommend a continuation of such conduct: it is inherent in the British character. I hope the Mary is with you before long.”

“Adieu, dear Sir,

“Your most obedient servant,
(Signed) “Geo. CHURCHILL,
Brig.-Gen.”

“Lieut. M. Clifford, 83d Regt.

Commanding Camp de Ivis.”

During the above siege, Lieut. Clifford and nine other officers of the garrison had a most miraculous escape. As they were sitting at breakfast in a temporary magazine, a fire and a half-much-shell from the enemy's intrenchment, fell and burst in the room, without a single life being lost, or an explosion taking place. The table the officers were sitting at was a door placed upon casks of powder, and the officers

were actually seated on boards supported in the same manner.

In February, 1799, he was promoted to the rank of Captain in the 11th West India Regt. He shortly after returned to England, and became a student at the senior department of the Royal Military College, whence he was removed to the staff of the junior department on its organization. He continued here until the commencement of hostilities in 1803, when, at his own solicitation, he was appointed to the 28th Regiment, and served in Hanover in 1805 and 1806, under Viscount Cathcart, and in Denmark, during the siege of Copenhagen, under Lord Viscount Cathcart, in 1807. He served in Portugal and Spain, under Sir John Moore, in 1808, to January, 1809; and from June to September, 1809, in Holland, at Walcheren, under the Earl of Chatham. From March, 1810, to April, 1812, he served in Gibraltar, under Lieutenant General Campbell; and at Cona, on the coast of Africa, under Major-General Fraser.

In November, 1810, he was promoted to a Majority in the 89th Regiment, and served in Halifax, under Lieutenant General Sir John

Sherbrooke, from October, 1812, to May, 1813. From June, 1813, to June, 1815, he served in the Canadas, under Lieutenant-General Sir George Prevost, during which period he was present at the actions of the 11th November, 1813, at Chrystler's, in which he commanded the 89th.

In November, 1813, he obtained the rank of Lieutenant-Colonel, by Brevet.

At Lundy's Land, near the Falls of Niagara, on the 25th July, 1814, Lt-Col. Clifford again succeeded to the command of the regiment, after Lieutenant-Colonel Morrison was wounded; and at the siege of Fort Erie, in August and September, 1814, he was also present.

In 18—, he was appointed Lieutenant-Colonel of the 58th Regiment, with which he served a considerable period in India; and in 1830 attained to the rank of Colonel.

Colonel Clifford received a medal for commanding the 89th Regiment, in the action at Chrystler's Farm, 11th November, 1813.

He was nominated a Companion of the Most Honourable Military Order of the Bath, 4th June, 1815; and Knight of the Royal Hanoverian Guelphic Order, January, 1836.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

| JAN. 1837. | Six's Thermometer. | | At 3 P. M. | | | Thermo- meter Inches. | Evapora- tor Inches. | Winds at 3 P. M. |
|---------------|--------------------|--------------------|-------------------|--------------------|-------------------|-----------------------------|----------------------------|--------------------------|
| | Maxim. Degrees | Minim. Degrees. | Barom. Inches. | Thermo- Degrees | Hygrom. Parts. | | | |
| 1 | 32.3 | 29.0 | 30.43 | 31.6 | 776 | frozen. | frozen. | N.N.W. calm, very fine |
| 2 | 31.8 | 24.4 | 30.34 | 29.9 | 776 | — | — | W. by N. calm, hazy |
| 3 | 32.3 | 29.6 | 30.24 | 32.0 | 800 | — | — | N.W. by W. lt air, fine |
| 4 | 35.5 | 31.5 | 30.31 | 34.8 | 814 | — | — | N.W. nearly calm, fine |
| 5 | 35.2 | 33.0 | 29.97 | 34.6 | 809 | .102 | — | S. by W. calm, cloudy |
| 6 | 40.6 | 36.8 | 29.61 | 40.0 | 890 | — | .035 | W.N.W. stiff breeze |
| 7 | 41.7 | 37.2 | 29.74 | 41.0 | 784 | .167 | — | W. hard gale, cloudy |
| 8 | 41.4 | 35.0 | 30.18 | 37.2 | 789 | .028 | — | S.W. fr. breeze, fine |
| 9 | 43.5 | 38.0 | 30.10 | 43.0 | 807 | — | .038 | S.S.W. squally |
| 10 | 39.6 | 38.0 | 29.82 | 38.2 | 825 | .133 | .042 | N. by W. fresh breeze |
| 11 | 42.4 | 33.6 | 30.13 | 34.9 | 618 | — | frozen. | N.W. lt wind, very fine |
| 12 | 40.2 | 32.9 | 29.82 | 39.3 | 756 | — | — | S.W. moderate breeze |
| 13 | 43.6 | 35.7 | 29.38 | 43.0 | 902 | — | .040 | W. by N. mod., cloudy |
| 14 | 44.0 | 34.5 | 30.13 | 38.3 | 749 | .120 | — | N. variable, fine |
| 15 | 36.3 | 34.6 | 30.34 | 38.6 | 756 | .122 | — | N.W. lt. winds, cloudy |
| 16 | 36.1 | 32.8 | 30.26 | 35.7 | 789 | .020 | — | S.W. calm, showery |
| 17 | 37.3 | 33.7 | 30.17 | 36.9 | 810 | — | .036 | N.N.E. lt. breeze, dark |
| 18 | 38.5 | 34.4 | 30.10 | 38.0 | 830 | .026 | — | N.E. light airs, cloudy |
| 19 | 33.0 | 34.2 | 29.91 | 36.6 | 835 | — | — | E.N.E. calm, cloudy |
| 20 | 36.8 | 33.6 | 29.73 | 35.5 | 836 | — | — | N.E. calm, damp |
| 21 | 36.5 | 33.3 | 29.62 | 36.5 | 845 | .016 | .032 | S.S.E. calm, cloudy |
| 22 | 44.6 | 40.0 | 29.29 | 44.0 | 907 | — | .044 | S.W. calm, cloudy |
| 23 | 44.7 | 39.3 | 29.40 | 43.7 | 900 | .390 | .010 | W.N.W. lt breeze, hazy |
| 24 | 45.5 | 40.2 | 29.54 | 43.4 | 884 | .360 | .038 | N.W. lt. wind variable |
| 25 | 45.8 | 40.7 | 29.60 | 42.6 | 882 | .350 | .040 | N.E. lt. breeze, dark |
| 26 | 46.0 | 40.5 | 29.70 | 41.7 | 880 | .320 | .036 | E. by N. variable, dark |
| 27 | 46.6 | 38.2 | 29.83 | 39.4 | 875 | .430 | .038 | E. to N. equally, dark |
| 28 | 39.6 | 35.0 | 29.92 | 37.3 | 845 | .079 | .040 | N.N.E. lt. winds, clear |
| 29 | 37.6 | 31.6 | 29.79 | 34.4 | 849 | — | — | N.E. lt. air, snowing |
| 30 | 36.5 | 34.2 | 29.74 | 35.7 | 875 | — | .038 | S.S.E. variable, snowing |
| 31 | 40.4 | 30.5 | 29.93 | 40.1 | 884 | .293 | .045 | S.S.E. calm, cloudy |

ON NAVAL HISTORY,

WITH STRICTURES ON CAPTAIN BRENTON'S WORK.

"The most distinguish'd class of men,
 With compass, pencil, sword, or pen,
 Should in life's visit leave their name,
 In characters which may proclaim,
 That they with ardour strove to raise
 At once their arts and country's praise."

— If utility is to be deemed the standard of literary estimation, then ought the most elevated place to be assigned to the historian. It is his peculiar province to investigate the latent principles of conduct, and pursue them to their remotest consequences with a fidelity and severity unknown to the poet or the orator. From the magnitude and consideration of this object, Bolingbroke defined history as philosophy teaching by example; and from the wisdom of its lessons, and frequent appeals to our understandings and passions, the love of reading it is inseparable from the cultivated mind. Nor is its use confined to the statesman, philosopher, or economist, since soldiers and seamen may therein be guided clear of the dazzling lights which halo brilliant success, and produce those false notions of glory which have so often been productive of baneful effects; at the same time it affords a lesson on the powers of man, in the resources supplied by exertion, fortitude, virtue, and magnanimity. It is on this account we regret that the writing of professional memoirs has been so neglected until of late, that we have mostly relied upon landmen for naval narration, to the utter obscurity of numerous points which would now be of material interest and utility. False delicacy has perhaps rode atwart-hawse, but has been less in the way than an erroneous conception of duty. The career of a public man belongs to the public; and an officer may always make himself useful by a zealous employment of his faculties, whether in active employ or lying on his oars; in commission or out of it—he is still a servant of the State. It may be said—

"In native vigour bold, by Freedom led,
 No path of honour have they fail'd to tread;
 But while they wisely plan, and bravely dare,
 Their own achievements are their latest care."

But it must be recollected that those achievements are not personal property, and that a judicious statement of the plan, execution, and result may prove as valuable to the country, in forming the judgment of others as the action itself.

It may be true that neither principle nor professional skill are to be derived by young officers solely from the study of history, because their morals have been determined by their education, and their talents by their immediate pursuits; yet every man of parts will improve upon it, by the habit of pursuing long trains of ideas to the quickening of his discernment, and the acquirement of a general faculty of weighing causes and effects with penetration. As a preparative for action, this study is a necessary mean for the better discharge of that duty which a public man owes to his country, and ought to be an earnest business of those

who are attached for life to its express service. It certainly inculcates one great lesson of wisdom, in conferring just notions of true worth, since it teaches to place merit where it only lies—not in lineage—not in wealth—not in grace or beauty—not in pomp, but in integrity, honour, and moral goodness; thus rendering a useful lesson to philosophy, which in its turn reciprocates illustrations upon history. With a relation of the shifts, straits, and stratagems of war and service before them, from which many excellent rules for official exigencies might be drawn, how many have only sought in the entertainment afforded a mere gratification of curiosity?

D'Alembert despised the idea that so important a study should be made an exercise of memory only for young persons, when it can so easily be rendered a noble moral catechism of the most memorable exploits and aphorisms in the same book, as exemplified in Plutarch, Xenophon, and Valerius Maximus. "How greatly," exclaims he, "is it to be wished that every useful class of men in society, magistrates, soldiers, nay, and even mechanics, should have a collection proper for each, and fit to be put early into the hands of such children as are designed for these different walks in life! I have often heard officers, who had a real love for their country regret that a collection was not made of the brave actions and heroic sayings of our soldiers. What glorious deeds and expressions might thus be saved from oblivion, and what objects of emulation might be placed before the eyes of those men who sacrifice their lives to the State."

Our naval histories, although they embody many facts and documents, have not been such as to be eminently useful, owing to the compilers having been more remarkable for zeal than for practical ability; and from the same cause the biography of seamen has been too strongly tinged with panegyric to answer the proper end.

"Never by tumbler through a hoop was shown
Such skill in passing all, yet touching none."

Raleigh, Monson, Pepys, St. Lo, and others, have written detached pieces of great interest; and there are numerous scattered papers and memoirs, which, with the aid of official records, still offer the means of yielding a satisfactory history of the British Marine to him who is qualified and willing to undertake it; and it is assuredly a theme which demands the strictest attention of a Briton. The epoch we offer is from the accession of Henry VIII. to the death of George III.; for though we are not of that school who can only look astern, or who think that science expired with Newton, and that poetry perished with Pope, we certainly entertain the opinion that the gallantry, endurance, patriotism, and skill already exhibited by British seamen will never be surpassed; and that naval affairs have been carried on with a spirit, and on a scale of magnitude, which may not again occur. Till, however, such a desirable work be launched, we must recur for accounts of former wars to the pages of Burchett, Ledyard, Entick, Hervey, and the heavy folio wearing Captain Berkeley's colours, though falsely; for it was compounded by that eccentric apothecary, Sir John Hill. For our own times, we have the productions of Beatson, Schomberg, Charnock, James, Brenton, and Marshall, with a light squad of pamphlets and particular memoirs. Combining the two stages of former and present times, the "Lives of the

Admirals" might be named, but that it stands forth a verification of the adage about too many cooks. The title-page of the last edition contains the names of the author, Dr. Campbell, with the successive continuations of Dr. Berkenhout, Redhead Yorke, and W. Stevenson.

Now, we considered that Redhead Yorke himself, with all his versatility of pen, was a very so-so discussor of naval matters; what then are we to think of his continuator, William Stevenson? We will not cloy our paper with the numerous blunders of such a clog upon poor Campbell, but merely give a random example, as a toe of this literary Hercules. In relating the capture of the *Alexander*, of 74 guns, by Niclly's squadron in 1794, he mentions her commander:—"Rear-Admiral Bligh, of whom as Captain Bligh, we have already recorded the sufferings after he was deprived of the *Bounty* by the mutineers." Was there a soul connected with the Navy who did not know that the captured Admiral was named Richard Rodney Bligh, and that William Bligh, then a Captain of three years' standing, was on shore on half-pay?

By these remarks we do not intend to insinuate that it is at all an easy matter so to compile a naval history as to meet the critical eye of seamen. On the contrary, we suspect that it requires more talent, assiduity, and method than its undertakers seem to have been aware of; and we are less surprised than concerned that it has not yet attained its meridian altitude. As the subject is of the greatest importance to the sea-service, we may be excused a few remarks on what we deem the requisites both for the author and the undertaking.

The aim of history and epic poetry is to entertain and instruct mankind from examples of human life and actions, exhibited by narration, the one representing what has actually happened, and the other what might have happened; they are therefore somewhat allied, both in their end, and in the means of obtaining it. But while the poet can cull the choicest treasures, whence to select a peculiar theme, and force every event into subservience to his plot, creating embellishment in all the unrestrained luxury of imagination, the historian is confined to the closest matter-of-fact materials. A strict attention to veracity is the first and principal law of historical writing, and though a poet may make arrangements for his unity of action and working up of subject, the historian who takes any liberty in moulding or decorating actions, characters, or scenes—or introduces harangues which were never uttered—however they may animate the narrative, will forfeit his claim to the consideration of modern readers.

In this respect the writer of the present day is curbed to a degree unknown to his predecessors. He may neither extenuate nor aggravate, enlarge nor diminish, with impunity; but although he cannot invent any part of his subject, it depends wholly on himself to form and fashion the materials which are given him, to plot the conduct and management of the parts, and to write them into one regular and elegant whole. In this spirit Thucydides penned his instructive history, showing the pernicious consequences of faction, and the venality of demagogues, in their proper colours; at the same time representing the exertions and abilities of those who really supported the public interests, with strength, accuracy, and judgment. So Cæsar wrote his celebrated Commentaries; and thus Sallust details the Catilinarian and Jugurthine wars. Xenophon, a

right good soldier in the field, is immortalized by his historical display of integrity, piety, moderation, wisdom, and valour. Polybius is somewhat coarse, complicated, and graceless in style; but in recounting circumstances as they occurred, in candour and comprehensive penetration, in depth of *professional* reflections, and in systematic adherence to plan, he is among the most philosophic of all the warriors who have ever written; albeit he must yield to Livy in the art of narration—to Tacitus in discriminating the springs of human action—and to Florus in animation.

It will be at once seen that there is a wide difference in the duties of a modern historian, as compared with one of ancient days; inasmuch as evidence and authorities are less scarce and doubtful, more detail, together with greater precision, is expected. It must be acknowledged that he who undertakes to instruct us in the transactions of past days, and accurately delineates the characters of personages from the life, not only opens before us a rich fund of the most rational amusement, but at the same time performs a most important public service, in forming the minds of his readers to wisdom and virtue, by exciting them to emulate the good, and is therefore entitled to the thanks of the community. But this gratitude will be proportioned to the success of the execution. He who steps into the field must be armed for the strife. He should be endowed with knowledge, discernment, and, notwithstanding the sneering philosophy of Mount Krapak, with fixed religious principle; to these must be added, a tolerable share of learning, and a large portion of industry, as qualifications for a writer of professional illustration, and his whole talents must be exerted with care, accuracy, and impartiality. He must be as divested of the spirit of flattery as incapable of that of slander, and must prove himself entirely clear of party or sectarian passions.

A fair professional predilection may stimulate close inquiry; but as Bayle says, "in his historiographical capacity he must, like Melchizedek, be without father, without mother, without genealogy." On these grounds the author of Naval History should recollect that as truth is the main object of his labours, and elegance only the ornament, he may dismiss his apprehensions on the score of scholarship, in the conviction that diligence and judgment will become him more than genius, fancy, or erudition. Such works are intended to convey precise information; and though their composition has generally been received as a species of fine writing, it should to be more distinctly understood than it seems to have been, that the latter object ought always to be pursued in entire subordination to the former. It is method and arrangement which show the talent of a professional writer to the best advantage, so that neither himself nor his readers be overwhelmed by the weight of his materials, or confused by their intricacies. Having duly meditated upon every part and made himself master of the subject, he may safely commit himself to the press, with only a secondary concern for the beauty of his language. Horace, indeed, promises both order and good style to those who select their theme judiciously:—

" ——— Cui lecta potenter erit res,
Nec facundia deseret hunc, nec lucidus ordo."

This admission is not made with a view of lessening the labour of

compilation so much as to direct it into the proper channel. As history becomes, according to Tully, the "witness of time, the life of memory, and the messenger of antiquity," it must not be written *stans pede in uno*. The candidate for historiographical renown must attentively read the several authorities on which his materials depend, however voluminous; and he is sternly called upon to exert his sagacity and judgment to determine the degree of credibility due to each, so as to reconcile conflicting statements, and develop truth from the mists of prejudice. His next care will be to digest and arrange his various matter, to prevent obscurity, iteration, and anachronism. He must bear in mind that a mere *ipse dixit* is insufficient for grave statements, which should therefore be well supported by testimony. As in law, the rectitude of a person's character will not alone suffice to establish the truth of a fact, so in history, not merely the writer's declaration—let our opinion of his veracity be ever so great—but collateral evidence also is required, to determine anything of a very questionable nature.

The writers of professional history have certainly to submit to such prejudiced criticism that they are as often censured without cause as extolled without reason, by the Philo, the Veritas, the Verax, or other anonymous rifleman of the flying press. The majority of such critics, however, are only like the venomous Lapland insects, which, according to Juterbag, rise in the summer from filthy bogs and marshes, fly, stink, sting, and perish in the course of a few hours. He must therefore steer a course independent of their censure or their praise. The manner of laying this course requires a word or two.

Having made a full examination of his materials, the author will have to adopt his plan for their arrangement, and much of his future trouble or facility will depend upon his resolution. The *annal* form shows events in the order wherein they happened, and is, consequently, a more faithful picture of circumstantial reality than that of breaking the matter into distinct portions, in order to complete the event under a connexion of its facts; but the want of unity occasioned by a too scrupulous observance of chronological order dissipates the attention and weakens the mental impressions. Yet it must be conceded that a judicious annalist, from being obliged to put every occurrence with the most rigid exactness in its proper place, is more really useful to the zealous inquirer, even under trammelled regularity, than the bold historian who leaps only to general consequences. D'Alembert has made some sensible observations on this topic, and belabours those who sacrifice veracity to brilliancy. Varillas was told that he had altered the truth in his relation of a certain fact. "That may be," replied he; "but what does that signify? Is not the fact better as I have related it?" The same keen writer also tells us that the Abbé Vertot had a famous siege to describe; the memoirs which he expected not coming soon enough, he wrote his history of the affair, partly from the little he knew of it, and partly from his own imagination. Unfortunately the account he gives of it is at least as interesting as if it had been true. The memoirs came at last—"I am sorry for it," said he; "but my siege is finished."

While we approve of the chronological form, as one offering great facility for reference, we do not mean to exclude pertinent reflections, or even a slight tinge of declamation on touching occasions. The writer's

business is not only to record actions, but to convey instruction ; and while no incident of moment ought to be omitted, he should apply his discernment to trace the causes which produced the events he relates, and exhibit the consequences which flowed from them. This forms the *experimentum crucis* of the taste and power of authors; some of whom involve themselves in specious theories, which delude the sense and assault the judgment ; while others resolving to avoid all useless disquisition, shun all disquisition as useless. A mere circumstantial narrative of events without reflections upon them, may be only regarded as a file of newspapers ; and one that abounds with reflections, without due attention to events, differs little from a novel. Thucydides, Xenophon, and Cæsar, relate facts without elaborately judging of them, and at the same time omit no circumstance which may serve to direct the judgment of the reader. But this is not enough for some. "History," says Rousseau, "is generally defective in recording only those facts which are rendered conspicuous by name or date ; but the slow progressive causes of those facts, not being thus distinguished, remain for ever unknown. How frequently do we find a battle, lost or won, mentioned as the cause of a revolution, which was become inevitable before the battle was fought ?"

It may not be absolutely necessary for a naval history to be so profound as a Rousseau would require, yet it should certainly be the result of a clear understanding, a reason free from prejudice, and an extensive knowledge ; and though it may fail in the higher philosophy of human nature, we have a right to expect that the stream of occurrences will bear such maxims as flow from candour, consideration, and experience. This remark applies especially to those who treat of their own times, after having acted a part in them. It may be a most difficult task for such a writer, so to abstract himself from partiality as to be rigorously faithful in commemorating events wherein their own interests and passions were strongly engaged and affected ; if they are above propagating falsehoods, at least they may not scruple to suppress, or even disguise, a disagreeable truth. Yet there is this great advantage, that he who records occurrences still recent in memory, is most likely to adhere to veracity in his relation, even though it may fail in freedom while treating of living characters. A contemporaneous writer, however, labours under all the disadvantages which the prepossession of the praised on the one hand, and the spleen of the galled on the other, can inflict ; and often finds himself on the horns of a dilemma, between forfeiting the prudence of a man, or the courage of an historian. Yet they have the advantage of using materials, indubitable from their collateral freshness, and free from the vexatious uncertainty of tradition ; a point of no small magnitude in diminishing the labour of digesting the matter, for in proportion as history removes from its first witnesses, it may also recede from truth, by the prejudices or mistakes of subsequent compilers.

Such are the difficulties which environ the author of any piece of history, but which beset the naval writer with double force, from the *genus irritabile* which he is likely to encounter. Yet the more arduous the undertaking, the greater the honour achieved by an upright execution of its duties.

We have now to consider the substance which an author should se-

lect, to meet our views of a professional work. Of all the different methods, that of private memoirs deserves, perhaps, the most credit for simplicity ; as negligence of style, prolixity, and want of order, are overlooked in the air of identity which is stamped by an actor or witness. From the allegories, apologues, and fictitious oratory of the ancients, and the chronicles, legends, and miracles of the middle ages, we are certainly gainers in truth among moderns. What we lose in taste and strength of genius, we make up for in correctness and knowledge ; and elementary composition has been sacrificed at the shrine of accurate thinking. Yet the more pompous historians affect to top the officer over the writers of memoirs, although they are indebted to them for the most characteristic and animated touches of their own works, as well as for the degree of credit due to them. But with all due deference to the dicta of the *ex cathedra* sons of Olio, we hold the most genuine source of information to be, that afforded by access to the original papers of those who are the principal actors in the affairs to be treated of ; because facts are there represented in undisguised frankness, and in the order in which they actually happened. Letters, both public and private, are extremely useful, though they need not be lugged in with long heads and tails to them, as if to eke out matter *pour grossir le volume*, as the French have it. State-papers, official rolls, journals, and log-books are eminently serviceable, for if they contain not the whole and absolute truth, they are substantially correct ; and the latter being written daily, convey a moral and internal evidence of fact, and afford the best clue for digesting and combining conflicting statements. Public documents, indeed, are absolutely necessary ; for writers being no more exempt from prejudice than other mortals, may be open to the misrepresentation of hearsay, in which case the testimony of authentic records will go farther to establish truth than the most elaborate essays. Yet *Père Daniel*, one of the regular-built scholastic historians, and author of a history of France in seventeen mortal volumes, pronounced the study of state-papers to be a task of more fatigue than use ; and being shown, in the royal library at Paris, a vast collection of original manuscripts on French affairs, spent a single hour in turning them over, and then declared that he was fully satisfied, as he did not want those old papers for his history !

With these ideas of the nature and object of history, we now turn to Captain Brenton's specimen, to which, however, we shall not apply the whole of our gauge. This officer has undertaken to treat of a most important portion of time, that of the naval wars arising out of the French revolution,—an era teeming with the fate of states, replete with fearful interest, and soul-stirring scenes, and one in which the development of the incidents has full power to rivet the attention, and awaken the most intense feeling. The task is arduous, but, by his own account, the gallant Captain brings zeal, industry, and half a century's experience of the subject into play ; and, moreover, he has the advantage of oral and written communication with many of the principal actors in the events of which he treats. Accepting the will as well as the deed, and pleased with the *bonhomie*, candour, and zealous predilection for the service which pervade the whole work, we shall abstain from hypercriticism ; yet, where we find occasion to differ from the author, we shall apply our flapper unhesitatingly, in the hope of spring-

ing his luff to a third edition, and we have only to implore him, in the words of the martyred Roy, to

“Redeme, and be not wrothe,
For I say no thyng but trothe.”

It may here be proper to say, that generally we intend to follow the second edition of Captain Brenton's work, as that which the author himself of course esteems the best; yet we must add that, though altered from its appearance when first launched, it has not improved under its thorough repair to the extent of our wishes. The allusions to collateral events, and sketches of the affairs of the several belligerent powers, which connect the thread of the history, are more spirited and compact than before; and the omission and curtailments of much parliamentary slapdashery, with the transposition of some of the matter, are beneficial to the main current of the narrative, though the arrangement is still capable of being considerably bettered. Sound taste is displayed in relieving the reader from such anecdotes as the alleged absurdity of Troubridge in captivity,—the azimuth compass of Captain Schomberg,—and the carrying of our gallant friend Willoughby into the Nereide's bed-room. The author has greatly qualified his valuation of the tactics of Clerk of Eldin, and might very safely have omitted the commendation altogether, since the “brilliant merit”—as the modern Athenians term it—of suggesting the mode of obtaining naval victories by only breaking the line, cannot be allowed him by any intelligent seaman. We shall allude to other alterations as we proceed.

The war of the French revolution, though not the exact consequence of the insubordination imported into France, by the army which the infatuated Louis XVI. sent to promote the ends of rebellion against the English in America, was certainly accelerated thereby; for the writings of the philosophers who plotted the destruction of royalty, required that practical illustration of their writings. The explosion took place in 1793, the utmost efforts were made to man a fleet competent to meet the coming events, and never, on any occasion, were the British more unanimous,—however they may now growl at having to pay the bill. The opening of hostilities, and the corresponding effects produced on the surrounding powers, are well described by the Captain; but our object in sketching this paper being circumscribed, we must merely take a glance at the leading naval occurrences.

The first year of the war was mainly distinguished by Lord Hood's occupation of Toulon, the burning of some of the French ships, the carrying off of others, and the deplorable evacuation of the place; which was thereby abandoned to the vengeance of the sanguinary and triumphant Carmagnoles, whose hideous shouts were distinct even among the explosions of vessels, the bursting of shells, and the roar of canons. At this awful catastrophe nearly 15,000 men, women, and children, of the loyal Toulonese, sought and procured refuge in the British fleet; but a ferocious butchery was inflicted on those who were prevented from escape. Besides the sufferings and massacres of a stormed town, a decree of the Committee of Public Safety had doomed the whole of the survivors to destruction, and but for the humanity of General Dugommier it would have been accomplished. Eight days after the

first bayoneting, when the Republicans decorated their caps with the ears of the slain, the monster Freron, in a despatch to his colleague Deputy, says—"Every day since our arrival we have cut off 200 heads." The sword, the axe, and the bayonet, were not the only means of glutting the diabolical appetite of the infuriated brutes: "I pass over in haste," says Brenton, "the horrors which succeeded the entry of the Republicans into the fortress of Toulon; here, as well as at Marseilles, every one suspected of loyalty, or of having had any connexion with the English, was either butchered or thrown into the sea and drowned; many were disposed of by the infernal Marseillois weddings—a man and his wife, a brother and sister, or any people of different sexes known to be dear to each other, were tied back to back and thrown into the harbour from the quays, while the brutal rabble, with hellish malignity, sported with their dying agonies."

When Lord Hood retired from Toulon, under circumstances of the most trying difficulty, he left three ships to cruise before the port, to prevent any British vessels from entering it. Notwithstanding the vigilance of this squadron, the *Moselle*, a corvette, commanded by Captain Bennett, unluckily not knowing of the evacuation of the place, sailed into the harbour, and was there captured, on the 7th of January, 1794. Four days afterwards, the extraordinary escape of the *Juno*, of 32 guns, Captain Samuel Hood, afforded a beautiful specimen of the results of conduct, seamanship, and discipline.

This ship entered the inner road of Toulon in the evening, and in sailing up to take a station, grounded off the *Grande Tour*, near a French brig-of-war, which immediately sent a boat on shore. While hauling the sails, a flaw of wind drove the *Juno* astern, but made her tail on another shoal; on which the best bower anchor was dropped, and boats sent out with hawsers and a kedge to rowce the ship off the bank and warp her clear. All this was effected without suspicion of their being surrounded by hostile spectators; and the service was scarcely performed, when a boat came alongside full of officers and men, who informed Captain Hood, on his saying he came from Malta, that he must move the frigate into another branch of the harbour to perform quarantine. The light of the moon, however, revealing the tri-coloured cockades, exposed the fact that the British ship was taken possession of by delegated authority. Not a moment was lost in deliberation; the Frenchmen, despite of their drawing their sabres, were bundled below, the sails set, the cable cut, and the vessel worked out of the anchorage, in defiance of straitened navigation and the thunder of the batteries; and the escape was effected without the loss of a man, though the rigging and sails were much damaged, and the hull struck.*

* A most interesting naval volume might be compiled from the memoirs of the Hood family. The brothers Samuel and Alexander, sons of the vicar of Thorncombe, betook themselves to the sea with little more than their own merit to advance them, and became Lords Hood and Bridport. Sir Samuel Hood, who commanded the *Juno*, as above, after a career of brilliant service, died Commander-in-Chief in India; and Captain Alexander Hood was slain in action, while capturing the French 74-gun ship *Hercule*. Thus Thorncombe, in Devonshire, excels Cockthorpe, in Norfolk, which so justly prided itself on its naval heroes. The latter village, containing three houses only, produced from each individual house a great and celebrated Admiral: from one proceeded Sir Christopher Mims; the second furnished Sir John Narborough; and from the third arose Sir Claudesley Shovel.

Among the gallant frigate actions of 1793, we regret to find a statement in the first edition confirmed. It is related that Captain Courtenay, of the *Boston*, while engaging the *Embuscade*, a French frigate of very superior force, having fallen wounded on the deck, but without blood following, the First-Lieutenant immediately ordered him to be thrown overboard, lest the sight of the body should "dishearten the people." This is a serious charge against the late Commander John Edwards, who died in 1823, and appears to be too well substantiated to admit of doubt. We trust that no such callous precipitancy will again pass without due inquiry. Brenton says that Courtenay was struck by a part of an iron hammock-rail; and James asserts he was killed by a cannon-ball: but the story current in the Service is, that he was hit by an iron grommet from one of the hammocks; an accident which is adduced as a reason why rope grommets were afterwards used in the fleet. Another oral communication is, that, previous to the action, Captain Courtenay had ordered a platform to be made in the tier to lay the bodies of the slain upon, expressly directing that none should be cast into the sea until it could be decently done after the encounter. His own was the only corpse not there, out of a list of eight killed and twenty-four wounded.

Upon the battles fought by the Channel fleet between the 29th of May and the 1st of June, 1794, the Captain chants a palinody very becomingly, for the injustice done in his first edition to those jolly old three-deckers the *Glory* and the *Queen*; and he now places their conduct in its true light. But however far the narrative is improved, or however much he admits the excellence of the tactics, it is very evident that Lord Howe's grand action is not a favourite subject with him: and though he has made the *amende honorable* to Sir George Montague for accusing him of not snapping up the disabled French ships, he still views the consequences of that engagement with no pleasant eye. Much of this flows from patriotic warmth, and much from not including all the conditions of the equation in his summation; added to which, there are slight symptoms of allowing fancy to warp judgment when a rivalry is attempted with his own hero's renown. Nor has his subsequent intercourse with the French chief who commanded on that eventful day, been at all effective in giving him a steadier view of the case. To Villaret's fanfaronade about the "half-a-dozen rotten old hulks," which he allowed us to take from him, the gallant author might have replied with equal *naïveté*—"We English were quite satisfied with the age of the *America* and *Impétueux*, as they still retained the dubbing marks of the adzes; the size and solidity of the *Juste* pleased us; the incomparable beauty of the *Sans Pareil* made her worth cartying off; the *Achille* and *Northumberland* we respected for their age; and we sunk the new *Vengeur* in order to afford the badauds of Paris a theme for rhapsody; the remainder we suffered to return crippled, torn, and beaten, in order that, like singed rats, they might terrify their country."

As no mention is made of it, we presume that Mons. Villaret did not tell the tale about the insolent message which the "Gentlemen Commissioners," who gave him dismal prospects of lanterns and guillotines in case of defeat, made him send to every ship of his fleet previous to the battle, that they were "to sink to the bottom every English man-of-war, excepting the *Queen Charlotte*, which carried the British Com-

mander's flag;" that ship they were to spare, that she might be taken into Brest, in order to grace the triumph of the *sans culottes*. A very pretty triumph they made of it!

- On the whole, we think the battle of the 1st of June has but bare and scant justice done it by the author; and even that faint praise is considerably weakened by the gloomy hints at concealed facts—of truths which some day must be unfolded—of certain remarks made on the Queen Charlotte's quarter-deck—of the mysterious fall of that ship's main-topmast—and of wrongs which the gallant author has suffered for speaking out in his first edition. As a faithful historian, he should have expounded these grave matters; or if, from the apprehension of giving offence, he could not spread the whole truth abroad, the insinuations should have been suppressed. As the context stands, it will provoke many to blame the writer as

"Willing to wound, and yet afraid to strike."

- Indeed, the author's amiable disposition seems to interfere with the necessary austerity of the historian, in various cases where the reader has a right to the fullest details. According to his own axiom—"public men are public property;" and those disasters which result from weakness, obstinacy, or neglect, are as necessary for example as are the grateful effects of skill and vigilance. Cicero lays it down as a maxim—that an historian should never dare to tell a falsehood, or conceal a truth. The first part of this precept is incontestible; and if a truth can be of any advantage to the public, silence is blameable: but those frailties and actions which have no influence on the affairs discussed, need not be revealed.

On these grounds, therefore, we do not blame the author, as a "servant of posterity," for his occasional reproof of demerit, but for his mistaken lenity. The censure upon Captain Barker, for allowing an ignorant master to pilot the Tribune into Halifax harbour, in 1797, was not at all too severe in the first edition; since it is not the "deceased brother-officer" he is to regard, but the wanton loss of a goodly frigate, the drowning of 250 prime seamen, and the lesson afforded to other commanders. Nor do we perceive any absolute necessity for mystifying matters of history. What use can there be in the false delicacy of concealing Captain Eaton's name, who, being refused an audience by the Admiralty, on account of a mutiny in the Marlborough, stabbed himself and expired in the waiting-room? What possible aim can there be in giving a bunch of asterisks for a frigate's name, after letting out that her crew, having combined for seditious purposes, were drafted, at an hour's notice, into other ships, by Earl St. Vincent? Yet this cautious reserve is not always maintained, for the writer shows at full length the imbecility of Captain Fancourt, of the Agamemnon, in the mutiny of 1797, in which ship the author was himself a Lieutenant. This "good-hearted, silly old man," who lost his head so much that all on board laughed at him, surrendered the keys of the magazine, giving the mutineers all they demanded, and all that the officers had refused. Our author was on deck when "Axle, the master-at-arms, came, and openly, in the presence of others, said—'Mr. Brenton, you have given the ship away; the best part of the men, and all the marines, are in your favour.' I replied, that I could not act by myself; that the Captain had decided; and I feared there was no remedy. I, however, went into the cabin,

and in a very clear and distinct manner told Captain Fancourt what the master-at-arms had said, and added my firm conviction that he was right, advising immediate measures to retake the ship, and join the Admiral. His answer I shall never forget:—"Mr. Brenton, if we call out the marines some of the men will be shot, and I could not bear to see them lying in convulsions on the deck; no, no,—a little patience, and we shall all hail unanimity again."

Yet this elderly gentleman had the assurance, in addressing his crew while the executions were taking place, to say that himself and his officers were all equally culpable, for not having suppressed the mutiny by force! Such anecdotes redeem the promise of the author—"These pages are intended for the warning and admonition of future Admirals, and a *suppressio veri* would be as culpable on the part of an historian as the *suggestio falsi*."

In 1795, the battles of Lord Bridport, off Belleisle, and that of Admiral Hotham, in the Mediterranean, were fought; but neither of them with that decisive effect which ought to have taken place. The first yielded us three sail of the line as prizes, and was brought about by the active exertions of Sir A. S. Douglas, the fire of whose ship, the Queen Charlotte, even surpassed that for which she was so distinguished in the preceding year. The second was a *mêlée*, wherein a couple of men-of-war fell into our hands, which so pleased or surprised our Government, that the Admiral, who might reasonably have expected only a court-martial, was elevated to the peerage.

A most skilful series of manœuvres, however, executed in that year, fully vindicated naval courage and coolness; we allude to the masterly retreat of Admiral Cornwallis with five sail of the line and two frigates,* before thirteen sail of the line, fourteen frigates, two brigs, and a cutter. Captain Brenton says, that the Admiral "retreated with his ships in the form of a wedge, of which the Royal Sovereign was the apex;" an assertion contradicted by the public dispatch, as well as private testimony. In a note which we have received from Captain G. B. Trollope, C.B., who was then on board the Triumph, with that excellent officer Sir Erasmus Gower, we find that the squadron was on a bow and quarter line, on the starboard tack, in as close order as possible, the wind about a point free, and the water perfectly smooth. The Bellerophon was the headmost, with every sail set that would draw, the Brunswick next, under the same canvass, then the Royal Sovereign, the Triumph, and the Mars. The Triumph, which was not out of hail of the flag-ship the whole day, sailed so well that she had only her three topsails and top-gallant-sails, the latter on the cap, and the mizen-topsail frequently a-back. The ships that had good heels might easily have escaped, but the brave and good chief resolved, *coute qu'il coute*—not to leave the Brunswick and Bellerophon, the two dull sailers, an unbought trophy to the enemy. This intention of "have one have all" being fully understood by the crew of each ship, produced three hearty cheers, which

* It is a curious coincidence and one worthy of the attention of Bobadil, who supposes that rank necessarily implies dandyism, that the Admiral of this squadron, and all his Captains, save he of the flag, were men of title. We consider it a blemish in our author's history that a list of these ships and commanders is not given. Most accounts add the Kingfisher to the number of vessels we have mentioned, but that brig had been sent to Plymouth with some prize merchantmen.

were well heard and felt by most of the French pursuers, who, daunted by the firmness exhibited, dared not to close.

Captain Brenton records the loss of the Dutton, Indiaman, under the citadel at Plymouth, in January 1796; and we regret, for the cause of truth, that he should have repeated the contradicted tale—how Sir Edward Pellew boarded the wreck, and restored order in her—how he quickly established a hawser communication with the shore—how he became the principal means of saving the lives of 500 people—and how he was the last man who quitted the ship. Now Pellew was not one who required borrowed feathers, and would have been the first to exclaim—*Palmarum qui meruit ferat*. The fact is, that when he intrepidly reached the distressed vessel, every one of her officers was at his station, and the men were already being landed by means of a jib-traveller on a cable: he forthwith rendered every assistance in his power, with the most generous humanity, but never assumed the command, and was at last sent on shore, while there were still seventeen or eighteen people remaining on board the vessel.

There are two other points of this year, to which we wish to draw the author's attention on his next appearance. That passage which represented the French and Spanish fleets as driving "the bravest Captains Britain had ever seen" before them, in December 1796, is smoothed down to a retreat which the existing state of affairs rendered necessary: but surely where there was no foe seen, and no pursuers, the word retreat is not the proper term for a movement prompted by orders from home.

The action of the *Glatton* with a squadron of French ships is very incorrectly told, though due acknowledgment is made of Captain Trollope's firm gallantry. No date is given, and the British ship is supplied with 350 men, whereas her complement was 324, and she had but 285 on board. The enemy's force is stated by Captain Brenton to have consisted of "two large frigates, three corvettes or sloops of war, a brig and a cutter;" but it was ascertained through the assistance of the English Consul at Flushing, that the opponents of the single ship were six frigates, a brig, and a cutter. Of these vessels, the *Brutus* was a 74 cut down, mounting 48 guns, of which the main-deckers were 36-pounders; the *Incorruptible* mounted 48 guns; the *Magicienne* was a 32-gun 12-pounder frigate, and the remaining three were of the same size and force as English 28-gun frigates. Nor is the author right in saying—"Captain Trollope was soon after appointed to the *Russell*;" since the *Glatton*'s action took place on the 15th of July, 1796, and her commander was appointed to the *Russell* on the 26th of June, 1797, for his conduct in quelling the mutiny on board the *Glatton*.

The year 1797 is replete with naval interest, not only from the defeat of the Spaniards on Valentine's day, and of the Dutch at Camperdown, but also for the discomfiture of the French expedition to Ireland, and the destruction of the *Droits-de-l'homme*, a 74-gun ship, by two frigates, under circumstances of singular address and difficulty; as well as other brilliant encounters,—although an alarming mutiny in the grand fleet, and another at the Nore, threatened destruction to our naval supremacy. Of those fearful combinations against authority, Captain Brenton gives so full an account, as well as of most of the secondary exploits of ships and squadrons, that we have but a few words on the fleet engagements to add.

In opening the relation of the battle of the 14th of February, the escape of the *Minerve*, with Commodore Nelson on board, from the pursuit of Cordova, and the gallantry of the present Sir George Cockburn, her Captain, in taking one large frigate, and beating another in the presence of the Spanish fleet, are well stated; but we must supply an additional anecdote, because it exhibits a pleasing instance of courage, coolness, and humanity. During the chase, and whilst within gun-shot of the Spaniards, one of the crew of the *Minerve* fell overboard. In such a case, it has been declared in discussion, that duty to the country insists that the poor fellow should be abandoned to his fate. The excellent Cockburn thought otherwise. Disordered as his ship was by her recent action, having seven killed, forty-four wounded, and thirty taken in the prize, he instantly tacked, exchanged broadsides with the enemy, and succeeded in recovering his man.* Nelson was so delighted with Cockburn's conduct on this passage, that he presented him a gold-hilted sword, expressly made for the occasion, and was partial to relating the story. This escape, and the junction of our great hero with the fleet of Sir John Jervis, off Cape St. Vincent, was an admirable prelude to the battle of Valentine's day.

This remarkable engagement is not submitted with all the detail and circumstance which we could have wished, both for the study of the naval reader, and because it is confessedly the *magnum opus* of the author's first and principal hero. To supply the additions which we could suggest is not within the compass of our incubation; but while we consider the Admiral's daring alacrity in assailing a fleet of twenty-seven sail of the line with only fifteen, and tearing from them two three-deckers, an 80 and a 74, as beyond all praise, we are at issue with the historian upon a point or two concerning that conflict.

As to the discussion between Nelson and Parker respecting the surrender of the *San Josef*, of 112 guns, it has been a source of as many perplexities as were the two Dromios to the good people of Ephesus; but, from various inquiries, we are led to believe that both the claimants, like the arbiters on the chameleon's colour, were substantially right, though the confusion of incidents in such a sea-fight precluded circumstantial exactness. But a still severer argument has occurred upon the contest with the *Santissima Trinidad*, that mighty four-decker, of which a seaman of the Culloden declared he would willingly be shot were she but taken. Captain Brenton informs us that this giant of the ocean was engaged by many ships of the British fleet in succession, and that she finally struck to Sir James Saumarez of the *Orion*, who passed ahead, thinking that the ship astern would take possession of her: this, however did not happen, and it is well known, that she not only got off from the action, but that even in her beaten and disabled state, she was allowed to escape from the three fine frigates and a couple of sloops, which were dispatched to pick her up. To these particulars the author adds—"There was a coolness between Lord Nelson and Sir James (now Lord de) Saumarez, respecting the *Santissima Trinidad*, which undoubtedly struck to the *Orion*. This Lord Nelson affected not to

* This instance of humanity is not singular. In 1806 we were in a ship, clawing off from the French frigate *Semillante*, some armed vessels, and the batteries of Bourbon, when Captain C. J. Johnston hove-to for a similar object, and with equal success.

think certain, until it was subsequently confirmed to him by a Spanish officer in the Bay of Naples after the battle of the Nile. Lord Nelson then spoke of it to Sir James as a matter of congratulation, but Sir James drew up, and said very gravely,—‘Pray, Sir, who ever doubted it?’”

This answer, to say the least of it, was crisp enough; for, let the ship have struck to the Orion or not, neither Nelson nor Saumarez would have hesitated a moment in acknowledging that the *Blenheim* had previously sickened her. But the result of our inquiries does not afford an inference that the Spanish flag was hauled down to please the 74 in preference to the 90-gun ship; and, besides the very close attack of the latter, the *Prince George*, the *Excellent*, and the *Culloden*, had particularly annoyed the unwieldy leviathan. The Orion was stationed astern of the *Prince George*, being considerably distant when the above ships were engaging; and at the time they quitted the *Santissima Trinidad* no fewer than eight stout Spanish consorts were closing around her. Among other testimony to this effect, we have the evidence, oral and written, of the present Captain W. W. Foote, who was then Signal-Lieutenant of the *Blenheim*, and whose official minutes are now before us. By this unexceptionable document, it is abundantly clear that the *Blenheim*, as well as some other ships, of which the Orion was not one, engaged the four-decker from two o'clock p.m. till she was rescued, and was close to her when she struck her colours. Captain Foote states that her fire had been already silenced when Collingwood came up in the *Excellent*, and gave her three heavy and well-directed broadsides, to which not a gun was returned. The *Blenheim* continued her fire, when Mr. Foote saw a man deliberately lower the ensign; and on acquainting Captain Frederick that she had struck, orders were given to cease firing upon her. A short interval elapsed, when two shots were suddenly banged off from her bow-guns into the *Blenheim*, and Captain Frederick immediately called out, “She has not struck—give her another dose!” The contest therefore recommenced; but the squadron which had been separated from the Spanish fleet in the morning, were coming down with a press of sail to the assistance of their chief; and Sir John Jervis, observing the critical situation in which our ships would be placed, made the signal to come to the wind on the starboard tack, and for frigates to take ships in tow.

This representation is fully borne out, not by vague journals and reports made up after the action, but from actual minutes officially made during its continuance by an officer appointed expressly for that duty; a copy of which minutes were forwarded to the Commander-in-Chief the day following. It is unquestionable that the *Blenheim* behaved most nobly; for when she got alongside the Spanish chief, where she was quickly joined by the *Prince George*, her second, it was found that the four-decker was closely supported by three three-deckers astern of him, a three-decker ahead, and three two-deckers to windward, between the bow and stern. It is therefore no wonder that the *Blenheim* was severely cut up in hull, spars, and rigging, and that she expended upwards of 190 barrels of gunpowder with her missiles. And though we will agree with Captain Brenton that the number of killed is no way evidential of the prowess of a man-of-war’s combat in all cases, yet it

may often afford a casting-vote on a contested point. Now the casualties of the ship which fought broadside on with the *Santissima Trinidad*, and of that for which so strong a claim has been put forth, stand thus :

| | | |
|----------|-----------|-------------|
| Blenheim | 12 killed | 49 wounded. |
| Orion | 0 killed | 9 wounded. |

There is another passage in Captain Brenton's account of this battle, of which we could have wished the omission, especially as he seldom exhibits partisanship. He says, "Sir John Jervis, being in politics what is called a Whig, and consequently differing with the Ministers of the day, his victory, though it resounded from one end of Europe to the other, was not so highly appreciated by all the friends of Mr. Pitt." Now we have always considered Jervis as a very fortunate man, and one well paid for all his services, however eminent. His grand exploit as a Captain was the capture of the *Pégase*, a French 74, with the *Foudroyant*, then the finest 80-gun ship in our service, for which he was decorated with the, at that time, rare honour of the Bath. He was certainly no pecuniary loser by his appointment to the West Indies in 1794; and for the "unappreciated" battle on Valentine's day, he was created a peer of Great Britain by the titles of Baron Jervis of Meaford, and Earl of St. Vincent, with a pension of 3000*l.* per annum. Where was the slight in this? For the battles of 1794, Lord Howe, though three years afterwards invested with the Garter, received only a rich sword; Camperdown made Duncan a Viscount; and the conflict of the Nile, which filled the world with astonishment and admiration, procured for Nelson the dignity of a Baron and a pension. We believe that few seamen will rate the fighting of these actions below that of the 14th of February, which we deem to be more remarkable for the prompt gallantry of its daring than the severity of its struggle. The result of the encounter certainly paralyzed the Spanish marine and maddened the French Directory; but it was not "a stand-up" fight; and as the Dons followed the pell-mell system of leaving the hindmost to the presiding deity of Lincoln, the victory which ensued must not be considered as the most glorious of the war. Whatever, therefore, were the opinions of Mr. Pitt or his friends, it cannot be called a bad afternoon's work for Sir John, who was moreover largely indebted to the courageous exertions of his Captains, and the heroic valour of Nelson in particular, for the splendid success of the day. Let us here note the casualties of the flag-ship and those of the Commodore:—

| | | |
|---------|-----------|-------------|
| Victory | 1 killed | 5 wounded |
| Captain | 24 killed | 56 wounded. |

On the very day that the Spaniards were thus defeated on their own shores, a force rendezvoused at Carinacou for the conquest of Trinidad, the largest and finest of the Carribee islands, and which fell to Lieut.-General Sir Ralph Abercrombie and Rear-Admiral Harvey, three days afterwards. Captain Brenton mentions, with all the just indignation of a sailor, the pusillanimity of Admiral Apodaca (not *Appadoca*) in burning three sail of the line and a frigate, leaving only the *San Damaso*, of 74 guns (not the *San Domingo*), instead of defending himself against the English. This would have been the more obvi-ous, had the author

stated that the naval force on our side consisted of five men-of-war, two frigates, and some sloops; and that, in conjunction with the batteries, the narrow entrance into Chaguaramus Bay might easily and effectively have been guarded. The Spanish Admiral, however, abandoning all idea of defence, betook himself to fire and flight, to the utter mortification of Don Chacon, who was thereby precluded from carrying on the preconcerted plans for driving off the invaders. Yet the excellent Governor was afterwards disgraced, and the craven incendiary promoted. Hereupon they tell a story in Puerto de España, which we thus gather from Coleridge. Admiral Apodaca, having burnt all his own ships except one, rode off to the town as fast as his horse would carry him, and himself announced the event to the astonished Chacon. "Only one ship has fallen into the enemy's hands—I have burnt the rest!" said the Admiral. "Burnt! burnt!" replied the Governor; "but have you saved nothing?" "Si, Señor," exclaimed Apodaca, with Castilian enthusiasm, "I have saved—St. Iago de Compostella!"

— et ostendit signum fatale Jacobi.

We shall next make a few observations on the hard-fought battle of Camperdown; and the corrections or additions we may apply, can fortunately still be attested by living authority.

[To be continued.]

RIHYES ON A GAZETTE.

[Extracts from the London Gazette of Friday, 6th March, 1835.]

4th Dragoon Guards—Captain Charles Makepeace, to be Major, by purchase, vice Rickaby, who retires.

73d Foot—Lieutenant-Colonel James Frederick Love, from the 76th Regiment, to be Lieutenant-Colonel, vice James M'Nair.

76th Foot—Lieutenant-Colonel Edward Studd, from the half-pay Unattached, to be Lieutenant-Colonel, paying the difference, vice Love.

OTHELLO's lost his occupation,
For wars must cease I wot,
When *Love* and *Makepeace*—botheration!—
Have in the Army got;
While Colonel Studd, to get a move,
By all this overmatch'd,
Must pay the difference to *Love*,
Because he's *Unattached*!

NARRATIVE OF CAPTAIN JAMES CLARK ROSS'S VOYAGE, IN H.M.S. 'COVE, IN SEARCH OF THE MISSING WHALERS, IN 1836.*

THE main body of the ice being closely packed against the west shore of Disco Island, obliged us, in order to save time, to make our way to the northward by the intricate and almost unknown passage of the Waygatz Strait, formed by the east side of Disco and the mainland of Greenland. On leaving Whalefish Islands, we therefore stood to the north-eastward; but being much hindered by frequent calms and thick foggy weather, we did not gain the southern entrance of the Strait until the morning of the 30th of June.

The land on either side of this remarkable strait rises abruptly to the height of 700 or 800, and in some places to upwards of 1000 feet; the Greenland shore is in many parts precipitous, and the coast in general very deeply intersected by numerous rivers and ravines. The upper part of the cliffs presents many picture-que and most extraordinary appearances, caused by the projection of grotesquely-formed pinnacles of rock through the perennial snows that clothe the summits of the hills. Beyond these, far to the eastward, lofty snow-covered mountains extend as far as the eye can discern, and attain the height of several thousand feet above the level of the ocean.

The only part on which we landed was composed of granite, and this formation appears to extend to the north as far as Four-Island Point. The south-east side of Disco is chiefly composed of sandstone, and many pieces of coal were found just above high-water mark. It was remarkably light, of a shining jet colour, and burnt much like canal-coal.

The breadth of the strait varies from nine or ten to about twenty miles, and the depth of water is great, excepting in one part near the middle, where some dangerous rocks lie off a considerable distance from the Greenland shore, and where an extensive mud-bank is formed at the embouchure of a large river. From some Esquimaux who came off to us in their canoes, we learnt that abundance of reindeer and game are to be found along the banks of this river; but being favoured by a light southerly wind and beautifully clear weather, we pursued our course to the northward.

In the course of the day we passed many bergs of large size, and several broken-up streams of ice. Towards midnight the wind gradually freshened up; and at two A.M. on the 1st July it blew a strong gale. Soon after that time a great body of ice was observed from the mast-head, extending from shore to shore, threatening to impede our farther progress; but as the gale was blowing directly upon it, with much sea running, it would have been in vain to attempt to beat off; we therefore continued rapidly to approach it, though under reduced sail. When near its margin we found it more open than it had at first appeared, and clear water being seen beyond, we bore through without much difficulty.

The north entrance of the strait was passed at seven A.M., whilst scudding before a strong southerly gale under double-reefed topsails and

foresail : and at ten, having rove our way through the multitude of bergs that lie aground on an extensive bank to the northward of the strait, a ship was seen bearing down to us before a strong northerly breeze, which shortly after reduced us to close-reefed topsails and foresail. The ship proved to be the *Swan of Hull* (Dring), belonging to Messrs. Spyvee and Cooper, the owners also of the Cove.

In the evening we reached Four-Island Point, where we found about fifty sail of ships fast to grounded masses of ice, to the southward of the point, which served to protect them from the pressure of the pack, when driven in by westerly winds. Our boats were immediately despatched in-shore to the whalers to collect letters, and every information that could be obtained : whilst in the Cove we stood to the northward, for the purpose of ascertaining the present state of the ice. Just at this time the pack was closely pressed against the Point by the strong north-west breeze that we had been contending against the whole day ; but falling little wind towards midnight, it slowly moved off and left a channel sufficiently wide to enable us to pass the whole of the whalers, who still remained snugly moored to the southward of the point, excepting only the *Swan*, which vessel accompanied us.

At two A.M. of the 2nd we were about ten miles to the northward of Four-Island Point, and could see that there was much open water in the large inlet called Jacob's Bight, which we might have easily gained ; but the wind was gradually dying away, and the change of tide already bringing the ice down again upon the point, would probably have prevented our return to the south for some time. had we not bore away before the light air that still aided us, but which entirely subsided to a perfect calm as soon as it had carried us again down amongst the ships to the southward of the Point.

It continued calm for some hours, and the whalers, believing that by towing the ships they might get round the point, cast off and made the attempt ; but the opportunity had been neglected, and nearly all shortly again returned and made fast to the bergs ; on a light air springing up from the northward, we hoisted our ensign and fired a gun as a parting signal, and several of the ships sent their boats with letters for England. We then bore away with the intention of repassing the Waygatz Strait, but a thick fog coming on soon after, it was not possible to make that difficult passage ; so we stood in-shore, and made fast to a grounded berg near to the north entrance of the strait, to await more favourable weather.

The fog cleared away on the 10th, and from our masthead we could see nearly all the ships we had parted with on the 2nd still fast to the grounded bergs to the southward of Four-Island Point. We cast off at ten A.M., but the wind was so extremely light and variable, that it was necessary to keep all the boats ahead towing to prevent our being driven against the numerous and very large bergs that lie aground at the north entrance of Waygatz Strait, the current setting through amongst them, at times too strong for our vessel to stem it, and at others in such whirls and eddies as to render her almost unmanageable. We have already mentioned the great magnitude of some of these masses : one of those amongst which we were now threading our way was estimated at between 200 and 300 feet above the surface. The mastheads of our ship sank into insignificance by the side of these lofty icy pin-

nacles, some of which must have even exceeded 50 feet above the average elevation of the berg; and if we consider that, for one part above the water, experiment and observation have proved that there are eight parts beneath, we are lost in wonder at the stupendous and mighty works of God. A mass of ice exceeding 2000 feet in thickness, and 10,000 feet in circumference, may be spoken of in intelligible characters, but the mind cannot possibly understand it from mere verbal mention. It must be seen high and dry upon the shore to be duly estimated. The loftiest precipice of Great Britain does not much exceed 1000 feet in height, and some of its most celebrated mountains would hardly bear comparison with many of these ice islands.

Our passage through the Strait was difficult and tedious, owing to the thick foggy and snowy weather and a long continuance of light baffling winds.

On the 11th of July, at noon, we again reached the Whalefish Islands, and a boat was sent on shore with dispatches. On the return of the boat we all expected to have borne away for England, as it was sufficiently evident that nothing further could be accomplished; but in this we were mistaken. Although all on board felt assured that the examination of the pack had been so complete, as we worked our way amongst it to the northward, that no hope could remain of our falling in with the *William Torr*, we soon learnt that our Captain had determined upon a still more minute re-examination of it, commencing at the spot where, according to Mr. Tather's statement, that ship was last seen, and thence continuing it to the southward, and penetrating it in all directions as far as possible until every probability of meeting with the ship, or any part of her crew, should have vanished into utter impossibility; and then, after all that could be done amongst the ice had been completed, to endeavour to communicate with some of the northern settlements on the coast of Labrador, and ascertain if any part of her crew had landed upon that shore. Thus, by following this arrangement, those parts which are never visited by the whale-ships would be most effectually examined, whilst the number of vessels that are engaged in that fishery, dispersing themselves, as is their practice, along the whole line of the western shore of Baffin's Bay, would assuredly meet with any of the crew who might perchance have escaped from the vessel, and be still living amongst the Esquimaux inhabitants of that coast.

On leaving Whale Islands we stood directly to the westward, and made the pack edge considerably to the northward of the spot where the *William Torr* was last seen; and here we again commenced a most careful and tedious—because hopeless—examination, pushing the ship as far into the main body of the ice, and again standing out to near its margin, as frequently as the weather permitted. In the course of our progress we met with, and received letters for England from, the *Resolution*, *Eclipse*, and *Commerce* whalers, which were endeavouring to effect a passage across to the western shore in about the latitude of the Arctic Circle; a barrier of very heavy and extensive floes, lying at a distance of about fifty miles from the shore, so closely united as to form almost a solid body, had hitherto frustrated their best exertions; and their prospect at this time of an early passage was by no means promising, although the pack continued to drift in a body to the south. They had been very unsuccessful also in the pursuit of whales, as but

very few had been seen by them, owing, as they stated, to their having got into what is termed the West Water, and therefore beyond the reach of their persecutors, who were now struggling hard to follow them to their well-known haunts.

Our examination was much impeded, and rendered most difficult and anxious by the thick fogs that prevailed, and the almost continual heavy-south-easterly swell that rolled in upon the margin of the ice, whilst the light winds which now generally obtained had not sufficient power upon our heavy-sailing ship to keep her under command; on many occasions, from these causes combined, our situation was equally, if not more, critical and dangerous, than during the heavy gales of the winter season. We have often been becalmed near the edge of the pack, our ship labouring heavily, broadside on to the long rolling billows of the Atlantic, in a state of fearful helplessness, and at each successive wave gradually dropping down upon the pack, which but to have touched under such circumstances must have dashed our frail bark to atoms in an instant, without the possibility of a single soul escaping; and many times, when we have thus been driven down towards the margin of the ice, until the roar of the sea, expending its fury upon the heavy washed pieces of which the pack-edge consists, was heard through the fog or thick falling snow, when every heart beat high with anxiety, and every eye was intensely straining to catch a glimpse of the white breakers through the haze, a breeze of wind has sprung up just in time to save us from what appeared to be almost inevitable destruction.

These instances were by no means unfrequent, and it was on occasions of this kind that we felt the utter loneliness and sense of abandonment in our one solitary vessel, exposed to such perilous circumstances.

But the power of the Almighty arm, which controls the rolling spheres in their ordained orbits, is spread over every portion of our globe; and it was delightful on these occasions to be permitted to perceive the finger of God manifested in our deliverance,—to be assured that his watchful Providence was ever ready to assist us at our utmost need, and to feel as safe under his Almighty protection, in the midst of these constantly recurring dangers, as we could have been in the midst of our family and friends on our own beloved island:

Again favoured by a commanding breeze, our ship was made to enter the pack, regardless now of the heavy breaking surf at its margin. This once passed, we were soon in smooth water, and all our efforts were directed to penetrate, if possible, to the shore, which was occasionally seen as the fog and haze cleared away; but in this we were as frequently defeated by the closely-packed masses that still formed an impenetrable barrier at the distance of about fifty miles from the land.

We had examined the pack as low down as to the latitude of 58° N. by the last week in July, with that degree of care, notwithstanding the extremely unfavourable weather, that it was impossible any longer to entertain the smallest hope of meeting with any of the unfortunate crew of the William Torr; and on the 30th, a more favourable opportunity presenting itself, we succeeded at last in penetrating to the shore, and after threading our way amongst numberless islets and rocks that lie off this coast and render the navigation so very difficult—but in which we were much assisted by the heavy masses of ice that had grounded on

the concealed, and therefore most dangerous, shoals and rocks, pointing out to us the places to be avoided—we anchored in the Bay of Okkak, in latitude $57\frac{1}{2}^{\circ}$ N.

The missionaries of the society of "Unitas Fratrum," who were the only European residents here, received us with the warmth of friendship and affection peculiar to those excellent people. We were much grieved to find that they could give us no accounts of those of whom we were in search; our last and only hope was now completely destroyed by the assurance of these people that it was utterly impossible for the ship to have passed near the shore, or any part of her crew to have landed on it, without having been seen by some of the widely-dispersed Esquimaux inhabitants, who would have instantly acquainted the missionaries with any such occurrence; and from the frequent communications that had passed between the settlements both to the north and south, it was quite evident that none of the crew of the ship could by any possibility have reached that shore.

It was nevertheless most gratifying to us all that we had been enabled so effectually to complete our examination of the pack, and our communication with this settlement now could not fail to satisfy every one that all that it was possible to accomplish for the unfortunate crew of the William Torr had been done to the utmost; and we could now only console ourselves with the hope that the ship might possibly have returned to England during our absence.

Preparations were therefore immediately made for our homeward voyage. Any further delay upon this coast could only be productive of great additional and unnecessary expense, without the most distant chance of the smallest benefit resulting from it.

During our brief stay at this place we had a good opportunity of judging of the greatly-improved moral condition of the Esquimaux inhabitants from the introduction of Christianity amongst them. In this secluded and peaceful spot the natives had witnessed none of those scenes which disgrace the Christian character, and which have tended so greatly to render abortive the pious exertions of the missionaries in less favoured places, and also to the demoralization and wretchedness of many portions of the heathen world, where Christianity has hitherto in vain endeavoured to inculcate its pure and consoling doctrines.

The spotless example and devoted zeal and earnestness of those who have been selected for the missions to this country have been eminently successful, by God's blessing, in spreading the light of the Gospel over the benighted minds of the poor savages of this dreary and sterile country.

The elder missionary, Mr. Sturman, had passed thirty-seven years of his life in this work of love and philanthropy, giving up the comforts and pleasures of the civilized world to devote himself to the conversion of the heathen—enduring for their sakes all the severity and privations of a most rigorous climate, and total separation from many of those endearing ties which constitute so large a portion of human happiness. But his labours had been greatly blessed, and he rejoiced in the consciousness of the good he had been instrumental in doing here, and the joyful prospect of his eternal reward hereafter.

On Mr. Sturman's first arrival in this country, he found that the work had progressed but slowly, not more than ten or twelve of the Esqui-

maux having embraced Christianity. The inhabitants were thinly scattered along the coast in small parties or families, living in a state of the greatest depravity and wretchedness, and in the practice of several barbarous and savage customs wholly unknown amongst the Esquimaux inhabitants of Hudson's Bay, or the tribes met with more to the northward; in Melville Peninsula, by the excellent and intrepid Parry.

One of these customs, which tended greatly to prevent the increase of population, and may serve to account for the coast having been so thinly inhabited on the first arrival of the missionaries, may be mentioned, in order also to account for the comparatively rapid increase of population, which will be shortly noticed, that has resulted from the discontinuance of this and some other similar revolting and inhuman practices.

It was their custom, when any man died leaving a widow with a family of young children, to put every one of them to death, or to leave them to perish from cold and hunger, not one of the relatives ever affording them the smallest assistance. This conduct forms a striking contrast to that of the Boothian Esquimaux, under similar circumstances. Captain Ross, in his narrative, states, that the larger the family of a woman at the death of her husband, the more certain she was of soon obtaining another. An instance of this kind occurred during the residence of the navigators amongst them, and that man was considered fortunate who was selected by the widow, with five children, as her second partner: the parents very wisely looking forward to the time when, unable to procure food for themselves by hunting, their children would provide for their aged or infirm parents—a duty which they never neglected.

Okkak derives its name from the long, projecting, *tongue-shaped* peninsula on which it is situated—"Okkâk," in the Esquimaux language, meaning *tongue*. It was the northernmost point of the land granted to the society *Unitas Fratrum*, in 1770, for the purpose of converting the heathen inhabitants; but since that period a still further extension of country has been granted, and their northernmost settlement now is Hebron, about sixty miles from Okkak.

The missionaries have, at this time, establishments at four different places along this coast, about eighty miles distant from each other, and between which constant communication is kept up, summer and winter. They are as follows:—

1st. At Hopedale (the southernmost), in latitude $55\frac{1}{2}^{\circ}$ N., there are three missionaries, their wives, and two children—being in all ten European residents; and there are 190 Esquimaux inhabitants.

2nd. At Nain, in latitude $56\frac{1}{2}^{\circ}$ N., there are four missionaries, their wives, and one child—in all nine European residents; and there are 250 Esquimaux inhabitants.

3rd. At Okkak, in latitude $57^{\circ} 33' \text{ N.}$, longitude $61^{\circ} 56' \text{ W.}$, there are four missionaries, three wives, and two children—in all nine European residents; and there are 355 Esquimaux inhabitants.

4th. At Hebron, in latitude $58\frac{1}{2}^{\circ}$ N., there are four missionaries, and two wives—in all six European residents; and 125 Esquimaux inhabitants.

Making altogether, at the four settlements, thirty-four European residents, and 920 Esquimaux inhabitants, being more than four times the

number of natives that were at these places, on the first arrival of missionaries amongst them.

The northern establishment, Hebron, was formed, four or five years ago, by the going forth of a party of the natives from Okkak, where the population had increased so much, that food sufficient for their support could not be procured in that neighbourhood. In a similar manner, it is probable, that before many years shall have passed away, they will spread along the whole line of coast that forms the south shore of Hudson's Bay; and by these means, the heathen tribes, that now inhabit those shores, will eventually receive a knowledge of the Christian religion.

The doctrines and form of worship which the missionaries teach, are very similar to those which in England we call Methodist. Captain Ross, and several of the officers and crew, attended their church service, at which the missionaries were highly gratified; for they seemed to consider it a mark of respect that would produce a beneficial effect on their Esquimaux congregation.

It is quite impossible to convey any idea of the effect produced upon our minds by a scene so extraordinary and impressive; to see an Esquimaux savage sit down to the organ in his dress of wild animals' skins, and to hear a large assembly of men, women, and children, similarly clad, singing hymns of praise and thanksgiving, with voices of peculiar power and sweetness, and with an earnestness of feeling that evidenced true devotion, was not only most gratifying, but to those who had known the Esquimaux in their savage, or rather uncivilized, state, it was peculiarly affecting and impressive.

The few days that we remained here were fully occupied in completing our stock of water, and making other necessary preparations for a homeward voyage. The past winter had been one of unusual severity, so much so, indeed, that the Esquimaux, being unable to venture out in pursuit of game, were reduced to the necessity of eating their boots, and some of them their skin garments, to sustain life, and many were saved from starvation by a judicious, though of course scanty supply of provisions, from the stores of the missionaries. The harbour was much encumbered with ice on our first arrival, but cleared away sufficiently to enable Captain Ross to make a survey, whilst Mr. Mapleton, the Second Master, sounded all over it. The usual observations for the determination of the exact portion of the settlement were taken, and the magnetic experiments completed, by the afternoon of the 3rd August. The results are as follows: lat. $57^{\circ} 32' 40''$ N.; long. $61^{\circ} 55' 51''$ W.; Dip, $81^{\circ} 33'$ N.; Variation, $39^{\circ} 31'$ W.

On that evening, we took leave of our kind and excellent friends, with feelings of regret that our acquaintance had been of so short duration. And early next morning, being favoured with clear weather and a fine commanding breeze, we weighed, and made all sail out of the harbour. We passed Saddle Island at noon, and finding the ice much dispersed, had but little difficulty in making our way through it to the open sea, which was seen from the mast-head before dark.

By daylight the next morning we were again in clear water; the land was still in sight, though at a great distance, and some few icebergs were occasionally met with until the afternoon of the 7th, when we finally took leave of the ice. Our passage across the Atlantic was unattended

by any occurrence worth noting, except perhaps, the continuance of strong favourable gales, which carried us so rapidly homewards, that soon after noon* of the 17th, we passed a few miles to the northward, though not in sight of Rockal; and having struck, soundings at 9 P.M. the following day, whilst scudding before a strong gale, Cape Wrath was seen at daylight on the morning of the 19th. As the day advanced, the gale increased to a violent storm, but the tide fortunately being also favourable, we passed through the Pentland Frith at noon, having been only a fortnight in crossing the Atlantic.

On the 23rd we steered into the mouth of the Humber, to land dispatches for the Admiralty, and anchored the next day in Yarmouth Roads. On the 31st we arrived at Hull, and on the 26th September the ship's company were paid off. On that day Captain Ross assembled all hands on the quarter-deck, and publicly expressed his thanks to the officers, for the cordial, zealous, and able support they had afforded him on many trying occasions; and to the ship's company, for their activity, obedience, and general good conduct during the voyage. He then read a letter from the Admiralty, expressing their Lordships' satisfaction at the zeal and judgment displayed by him, in the execution of the service confided to him, and at the activity and good conduct of the officers and crew under his command. The crew expressed their gratification by three hearty cheers, and the pendant being hauled down, the Cove was again delivered over to her owners.

* * It affords us much satisfaction to have been able to give even this brief, though authentic, account of the cruise of the Cove. Though this spirited enterprise was not attended by the degree of success which the exertions made by all parties deserved, it must still be a source of pure gratification to those benevolent individuals who so generously contributed to the equipment of that ship, as well as to those whose personal services were engaged in the same humane cause, that much misery and suffering were prevented, and probably many lives saved, amongst the crews of the Viewforth, Middleton, and Lady Jane, by the hospital which, by their means, was established at Orkney. The reflection, that the utmost that human wisdom and means could accomplish was done for the preservation of the crew of the William Torr, will be as consoling to all, as the *attempt* will be honourable to the officers and men composing the Expedition, and to the country;—while the present apathy of feeling for the fate of 300 of our adventurous countrymen, now exposed to similar appalling sufferings, cannot but be considered equally discreditable to our national character.—Ed.

* It is worthy of remark, that just at this time the Antilles, of Greenock, on her way home from the Mediterranean, and in lat. $46^{\circ} 11' N.$, and long. $13^{\circ} 79' W.$, picked up a large oil-cask, branded "William Torr," and which afterwards proved to be a new cask that had been put on board the vessel, immediately before her departure from England on her truly unfortunate voyage. It was much rubbed, and covered with sea-weed and barnacles; leaving no doubt that the vessel had been dashed to pieces whilst coming out of the pack, and that the melancholy event must have happened many months before. Several other of her casks have since been picked up at sea,—but too fully confirming the sad anticipations of the lamentable fate of her unfortunate crew.

THE MALAY PIRATES,

WITH A SKETCH OF THEIR SYSTEM AND TERRITORY.

[THE increasing audacity and mischievous power of the Malay Pirates, more particularly evinced in recent outrages which the British flag has been called upon to chastise and repress, have suggested a few observations and incidents descriptive of the character and courses of this singular people, derived from a practical acquaintance with their habits and country. We may be further tempted to offer some suggestions towards a remedy of this nuisance, by the colonization of the islands of the Eastern Archipelago.]

It is a saying—trite indeed, but not the less true—that the finest regions of the earth are in the possession of barbarians, who are incapable of appreciating or improving the splendid gifts of Nature. The rugged North is now the centre of civilization, and the wonders which human industry can achieve are displayed on a soil comparatively barren, but the genial climates of the South have had their day; and all history proves, that the arts and sciences which contribute to the dignity and happiness of mankind are independent of locality.

Take a map of Eastern Asia, and beginning with the beautiful Peninsula of Malacca, let your eye range over the magnificent assemblage of islands known by the name of the Eastern Archipelago; ranging from 8° of North latitude to near 15° South, and from the longitude of Sunda Straits to the Philippines.

Among them are numbered several islands of the first magnitude, as Sumatra, Java, Amboyna, and Borneo; the last being considerably larger than Great Britain. This extensive tract of territory, comprehending a superficies equal to one-third of Europe, is known to be one of the most productive and fertile spots in the universe. In addition to every ordinary production of the torrid zone, the cotton-tree and coffee, the nutmeg, cinnamon, pepper, and all the family of spices, here attain their highest perfection. The forests abound with every variety of timber found in other tropical countries; such as teak, satin-wood, ebony, redwood, and the like. Nor is the earth without her mineral treasures of iron, gold, and precious stones. And who are the happy possessors of this magnificent portion of the globe? Hordes of naked savages, who are actual cannibals, thinly people the interior and the most unfrequented parts of the coasts; and with the exception of a handful of Europeans, the rest is occupied by Malays.

Every one, at all acquainted with Indian affairs, has heard of these formidable pirates. The number of vessels which they have contrived to master by force or stratagem, attests their spirit of enterprise; the wholesale butchery of all Europeans, whom shipwreck or any other accident may have thrown into their power, proves their brutal ferocity; and many a combat, in which even the arms and discipline of Europe have gained a dear-bought victory, gives evidence to their unconquerable valour. The local governments are obliged to use the utmost severity and vigilance to control those in their immediate neighbourhood; but the great body of the Malay nation is unsubdued and irreclaimable:

even a domesticated Malay is like a wild beast half-tamed—his appetite for blood and violence is excited at the slightest provocation.

Yet with all this there is something highly romantic, and even interesting, in their national character. They are not wholly illiterate, being in possession of letters; as Mahometans, they are of course acquainted with the Koran. They show great ingenuity in several mechanical arts peculiar to themselves; especially in the construction of arms, and the high-wrought temper and finish of those formidable cresces; in some of their principal settlements they carry on a considerable commerce, and can boast of wealthy merchants among them. Yet, in spite of all this, a propensity to war and violence is the ruling passion of the nation; and in many particulars, they strikingly remind us of our northern forefathers, the sea-kings of the olden time. These last are said to have embarked in wicker boats, covered with hides, and boldly trusting to such chances as the winds and waves might offer, to have rendered themselves the terror of the narrow sea by many a daring exploit. The Romans were to them what the European is to the Malay—intruders, conquerors, tyrants! They knew no nice distinction, but attacked indiscriminately every thing which bore an affinity to the Roman name. Some generous qualities gave occasional lustre to their rude valour, and poetry has not scrupled to record them as heroes. The posterity of these savages (as perhaps a Roman might have styled them) are at the present day a people great in war, and renowned for every art and science that can ornament or humanize society. In the Malay, we observe the unsparing ferocity of the Norseman, accompanied, however, with the same chivalrous valour; and the countries he inhabits present as favourable a situation for a mighty empire as any in the known world.

It is not intended here to attempt any lengthy detail of the habits and history of this singular people; but, as the author happened some years ago to be placed in a situation to see much of their manners and customs, to present for the information and amusement of the general reader an outline of their general character, which may, at least, serve as a stimulus to some one more capable of doing justice to the subject.

The difference in some families of the human race from each other, in outward form and natural properties, is so marked and striking, that it seems necessary to conclude, that the miraculous separation at Babel was accompanied by more distinctions than that of language. Certainly, a bull-dog does not differ more essentially in shape and quality from a greyhound than a Hindoo from a Malay. The symmetrical features, olive hue, the slender limbs and often elegant tounure of the former are in direct contrast with the broad face and coarse lineaments, the bull-neck, short stature, muscular limbs, and glaring yellow hue of the latter. The slightest acquaintance will show that their disposition and natural qualities are in equal opposition.

As to their domestic habits, they are such as might be expected in a rude people; their houses present the appearance of an English shed—oblong erections, supported by four or more stout posts. The space beneath is left quite open on all sides; and as it offers a shelter from the sun and rain, is devoted to cooking and other household purposes. They never exceed one story, and are formed of bamboo, which grows

to an extraordinary size and solidity in these islands. The upper works of their proas, and even the huge mainsail, are formed of the same elastic material. These vessels are, for the most part, from forty to fifty feet in length, with rather more than a proportionate width of beam; some are considerably larger. The bottom is almost flat, and, with the exception of a small plank deck, or platform, which will seldom afford firm footing to more than ten or a dozen men, the rest of the space is occupied by the cabin, in which the men and cargo are promiscuously stowed. This room is of an upright oblong form, and its roof considerably higher than the gunwale of the boat; it is a sort of basket-work made of the cane above mentioned, and as their sharp lances can easily penetrate the interstices, it is a matter of no little danger to mount the same should it be necessary to get at the mainsail. They have only this one sail, which, in the eye of a European, appears disproportionately large, but carries them along at a wonderful rate with the wind aft or free; the thin laths of split bamboo of which it is composed are impervious to the wet, sufficiently light, and as they fall together or are disengaged like a Venetian blind, they afford great facility in reefing and furling, or spreading the entire sail when the occasion requires it. Beating to windward with such bulky machines is out of the question. Their only chance of safety when chased is to run before the wind. Their appearance is literally that of floating hen-coops.

The favourite dishes of the Malays are a pilau in the Turkish fashion, and curried meats of every description permitted by their religion. One of them, the prawn-curry, is in high goût with our Indian epicures. It has been said that their religion is Mahometan, however they came by it. Of course they profess to abjure wine and spirits; yet, like most of their sect, they will drink wine, when it is offered them, to an immoderate excess, and are very partial to sweet liquours, such as cherry-brandy, &c. One thing, however, is remarkable, that the debauch, once over, seldom leaves a hankering for a repetition. Unlike the barbarians of colder climates, they seem to possess a happy indifference to fermented liquors, except on some grand occasion. Their medium of intoxication is opium, which they both chew and smoke; sometimes they carry this propensity to such a degree, as to become as mischievous as so many wild beasts. When a Malay, in any of our colonies, has received an insult or an injury which his proud spirit scorns to put up with or survive—though sure to be knocked on the head like a mad dog, or perhaps blown off a gun—he first determines to enjoy the gratification of a deadly revenge. As a preliminary, he will chew *bang* (as the sailors call it), that is, a preparation of opium, until his spirits are wrought up to the requisite indifference to danger. He is then mad; but there is method in his madness, for he will proceed to the execution of his purpose with all the art and subtlety of a fox—of the tenacity of a bloodhound. An instance of this sort occurred some years ago at Benevolen. A gentleman, resident in the town, had taken a liking to a Malay girl, and, as is the custom of the country, had bought her of her mother for a stated sum. These alliances are considered all over the East as an inferior sort of marriage, and such a contract implied no disgrace to either party. It so happened that a servant of the same gentleman, himself a Malay, married the sister. After a time, Mr. P—

(the gentleman alluded to) became so violently enamoured of the last-named female, and so lost to every moral obligation, that partly by persuasion, and partly by actual force, he procured the woman to cohabit with him. He was a remarkably athletic man, and as he boasted a thorough knowledge of the Malay character, always went armed up to the very teeth. He never walked out without a formidable leaden-headed bludgeon, and loaded pistols in his pockets. These, with a dagger, were deposited under his bed, over which a Turkish scimitar was suspended. The only male servants inside the house were two of the ever-fithful Hindoo race—the cook, and one who might be termed his valet, who slept at the entrance of the bed-room; the less trustworthy servants, among whom was this Malay, lodged in the out-buildings at some distance. We are thus particular, in order to show the art and coolness which the man subsequently displayed in executing his dreadful purpose. This was to destroy both the paramour and the adulteress at one blow. Accordingly, finding his entreaties of no avail, he appeared to acquiesce in an injury which he was unable to prevent. No external sulkiness of demeanour displayed the boiling rage that rankled in his heart. A Malay will smile when he stabs, the better to throw his victim off his guard. The affair occasioned some scandal at first, but in a short time was forgotten by every body except the offended husband. One fatal morning he accosted the valet above mentioned, who had, by some means, lost a gold chain, of which he was not a little proud. He named a person, who, he said, had accidentally found it that very morning, and advised him to lose no time in demanding it. He then himself appeared to go about his ordinary business. His manner was so calm and apparently good-humoured, that the valet had not the slightest suspicion of any sinister purpose. He accordingly set off in all haste, hoping to be back before his master, who was still asleep, should have risen. The moment this man's back was turned the Malay flew to the door—crept stealthily up-stairs to the bedside of his intended victims. First, stabbing his wife, who, however, afterwards recovered, he plunged the reeking creese into the body of P——. The latter had no time to feel for his arms; his only chance was to wrench the weapon from the hand of his assailant. His strength, and the energy of despair, prolonged the conflict for more than half an hour; until, at length, the Malay had the satisfaction of seeing him fall at his feet a lifeless corpse. Had he done no more than this, the Governor declared he would have pardoned him; but he ran a-muck, as the phrase is—stabbed his wife's mother, who happened to meet him as he rushed out of the house; struck at every one that he met; and after being knocked down by a soldier, with the butt-end of his musket, was eventually blown off a gun from Fort-Marlborough.

The assassination of Governor Par, at the same residency, is another and similar instance. This gentleman was generally much beloved by the natives as well as English. He was distinguished for the urbanity of his manners, and the forbearing mildness of his administration; correcting all excesses with a gentle but impartial hand, and consulting, as far as his duty would permit him, the fierce prejudices of the Malays. Being induced, for some necessary purpose, to lay a short embargo on the fishing vessels, he had offended some of the chiefs; but on their

remonstrance had actually withdrawn the embargo. This, however, was not generally known, when on the evening of the same day he retired to his country house, within a short distance of Fort-Marlbrough, where he had invited a large party of officers and gentlemen. A guard of sepoys and sentinels, placed in proper situations, were the customary precautions of the place; but no danger was apprehended from any quarter. Yet the Malays had vowed his death—in the midst of the festive scene, two assassins had contrived to introduce themselves into his bed-chamber; on his retiring to rest, they literally cut off his head; and notwithstanding the shrieks and exertions of Mrs. Par, whose conduct on the occasion is represented to have been most-heroic, these ruffians actually escaped out of the windows unrecognized, though the alarm and search must have been instantaneous.

Our people had an idea that the desperate fury of the Malay was the effect of intoxication produced by chewing opium. This opinion derived strength from a circumstance universally remarkable, that they seldom showed any signs of hostility when first encountered. Though their proas sometimes carry as many as sixty or seventy men, they would permit our boat's crews to board and take possession with submission, and even with apparent indifference; but the slightest oversight or accident which gave them a chance of success was invariably seized with a promptitude quite inconsistent with the desultory madness of intoxication. The Rattlesnake, sloop-of-war, was nearly captured by the crews of three proas whom she had detained. Captain Toole, as it is well known, was wounded, the first Lieutenant killed, and above forty of the ship's company either killed or wounded. The Malays were destroyed to a man; but though many of them had been on board for a considerable time, it was the accidental explosion of some cartridges in the arm-chest, and a little confusion thereby occasioned, that gave the signal for a general and simultaneous attack on their part.

During the last war H. M. S. *Belliqueux*, of sixty-four guns, detained three proas under the suspicion of their being pirates. They made no resistance, and were already within half-a-cable's length of the ship, when unfortunately she let go her anchor: in an instant the Malays of one of the proas rose. Before a gun could be brought to bear, a Lieutenant (Turner) and eight men were killed and the rest wounded, and obliged to jump overboard and swim for their lives. In the meantime the proa's large mainsail had been hoisted, which soon carried her out of reach of the ship's guns, as well as the launch, the only boat that could be sent in chase. As this last was armed with a carronade, and the wind was light, a great many Malays were supposed to have been brought down by her fire. But notwithstanding the exasperation of our men, and their eager efforts to overtake her, she finally escaped. The other two proas attempted the same thing, but without success.

The valour of the Malays is a genuine innate quality, and requires no other stimulus than that which makes any other people warlike: and it is probable that what we consider horrible outrages are celebrated among themselves as acts of heroism and just retaliation. We treat them altogether as inferior beings, cut down their wood, and take possession, without much ceremony, of any part of what they conceive *their* terri-

tory which happens to suit our purpose. Their armed vessels are often a sort of secret letters of marque, ready for war or trade as occasion may offer; but some are *bonâ fide* traders, who assert the necessity of carrying arms for their own protection. We invariably burn, sink, or destroy all that are found with arms on board.

Their history is involved in fable: yet a tradition prevails among them that Juhan Sha, after various conflicts with the Emperors of Hindoostan, finally fixed his throne as first Sultan of the Malays at Achin, in the northern extremity of Sumatra; from whence the Malays have spread themselves over the sea-coasts of all these islands, as far as the Philippines. This migration of the nation into these parts is stated in their annals to have occurred in the year of the Mahometan æra 601; about the beginning of the 13th century. They certainly resemble the Tartars more than any of their neighbours; and if the tradition be unfounded it is difficult to account for their being Mahometans.

The opinions on this subject, however, are various; and many are of opinion that the whole of the inhabitants of these islands are one people, and indigenous; and that the piratical tribes, who have given such atrocious celebrity to the name of Malay, are really of the same stock with the Battas, Laws, Dyaks, Papuans, Javanese, and other inhabitants of the interior, who are sunk into the very lowest depths of human ignorance and barbarism.

Be that as it may, there is no doubt that the whole of these islands were once under the dominion of China, when they must have flourished in great prosperity. The ruins of temples and other public buildings of stone and marble, many of which have inscriptions in the Chinese language, attest the former flourishing condition of Borneo; and the first European visitors bear testimony to a high degree of civilization; the city so called, now a nest of wretched pirates, was, not more than a hundred years ago, populous and wealthy.

The Chinese are very numerous in all the islands: they are the principal artificers and shop-keepers; and their peaceful habits and orderly demeanour form a fine contrast with the lazy apathy and ferocious turbulence of the Malay.

As to the laws and institutions of the Malays of the coast (for the people of the interior are pagans and cannibals), they are said to be the worst parts of Mahometanism, mixed up with certain heathen superstitions peculiar to themselves; they practise circumcision, and are believers in witchcraft; they purchase their wives—often at an enormous price—the poorest seldom giving less than sixty dollars; this frequently reduces them to slavery. If they are unable to discharge the debt, the insolvent debtor is compelled to work for the creditor till he can pay. They have fines for theft and even murder; a custom which seems universal among barbarous nations: but in most cases the punishment depends on the power of the injured party to exact it. As to their government—they acknowledge certain supreme heads under the name of Sultans, Rajahs, Kings, &c.; but the power of these rulers is extremely limited, and mostly confined to the precincts of their own locality. Every village has its chieftain, and these seldom agree in any common object, but are perpetually at war with each other; and the justice they distribute among their followers depends on their own

caprice: but plunder and bloodshed seems the invariable object of every Malay. We honour them with high-sounding titles; but it is difficult to conceive a greater caricature of royalty than a Malay sovereign in his wooden palace or barn, naked, except round the waist, squatted on a mat, and bargaining with all the eagerness of a Smithfield drover, or Jew huckster, to cheat you if possible out of a few dollars in the purchase of stock, fowls, or vegetables.

These, however, are matters of mere curiosity; but the Malay depredations are a serious injury to our commerce: they raise the rate of insurance and the expense of equipment, by compelling the merchants to arm their vessels; and the savage murders with which they are accompanied are so shocking to humanity, as well as to every British feeling, that we are astonished that a nation possessing such gigantic power in the immediate neighbourhood should not long ago have extirpated such a nest of brutal marauders by some decisive effort. The little water that their flat-bottomed boats draw; the infinite number of bays, creeks, and rivers, which in such an immeasurable line of coast afford them easy shelter; the absolute impunity with which their attacks are overlooked, confining the danger to the mere attempt; the difficulty of distinguishing the actual offenders where all are so much alike; the love of plunder and hatred of Europeans, in which, however they differ on other subjects, they all agree:—these and many other considerations give courage to the Malay, and make it a matter of impossibility for the few cruisers who are employed in these seas to give any effectual protection to the trade. Colonization to the extent of erecting a line of forts along the most important coasts would go a great way in checking the evil; and what a splendid theatre would these beautiful islands afford for English industry, assisted by the immense powers of modern arts and discoveries. The climate would be an obstacle, but certainly not an insuperable one. Some parts are unhealthy to European constitutions; but in others the present settlers enjoy as good health as in England. When the East India Company had the exclusive privilege, colonization, except in partial instances, was prohibited. Now that the whole of this immense portion of the globe has been laid open to English enterprise and English industry, what is to prevent an experiment which offers so many flattering advantages? Travellers are often at a loss to describe the scenes which frequently present the appearance of an earthly Paradise—groves of every various fruit and timber, containing many trees peculiar to the soil, stud the plains, and wave even on the mountain tops. The plains, intersected by numerous rivers, which rush in every picturesque form from the mountains, are often spread into meadows of immeasurable extent. They are enamelled with every tropical herb or plant which European art has converted to purposes of use or luxury. Gold, silver, copper, tin, and diamonds are the internal treasures of the earth.

This rich country, the wealthiest in natural productions that perhaps is to be found in the whole world, is in many parts quite uninhabited, or thinly peopled by straggling hordes of savages in the interior; whilst the sea-coast is principally in the hands of a nation, lawless, fierce, and brutal; whose bloody outrages have long called for retributive justice, and who can never be trained to habits of peace and industry but by the strong hand of power.

The eastern seas are infested, and the unhappy mariner, who by shipwreck or other accidents falls into their power, is ruthlessly murdered. Their perfidy is such that no treaty can be relied upon—they have been known to assassinate an invited guest at their own table; and such is their audacity, and so universal is the spirit of piracy among them, that should even a line-of-battle ship, much more a large Indian-man, meet with a serious accident in those seas, she will be surrounded in an incalculably short space of time by hundreds of proas, waiting the first favourable opportunity to plunder the wreck and butcher the crew.

This is so notorious that it is quite unnecessary to point out any particular instance. The practice is so universal that it cannot be charged to any desperate set of individuals, but belongs to the entire Malay nation. As the vulture, when far beyond the reach of human vision, sees or scents his prey, and darts upon it from unknown regions of the sky—so let a ship ground, and though half an hour before not a proa was to be seen, yet the moment her distress becomes apparent she will be surrounded by a fleet of them, prowling like wolves round a sheep-fold. Are not the interests of humanity concerned, as well as those of British merchants, to suppress or even to extirpate such a race?

The temperature of these fine islands, notwithstanding their proximity to the sun, is refreshed and rendered more temperate by the sea breezes, which blow constantly during the day; yet, though in many instances Englishmen have been known to domiciliate and accommodate themselves to the climate, so far as to work in the fields, still it would be necessary to employ Kaffirs for that purpose when a sufficient number of the ever-industrious, peaceable, and intelligent Chinese could not be procured. These last are perhaps the only people through whose labour the benefits of British colonization would be rendered effectual.

THE MEMORY OF SIR JOHN MOORE.

AYE! trumpets have rung out their jubilee
O'er many a field by Britons proudly swept;
And graves been dug as thine, while Victory
Above the rite her stately vigil kept;
Sorrow hath well dished out a nation's heart
Copious and deep, o'er many a prostrate son;
And foes may well have hastened to impart
A requiem, Chieftain! since thine own was won.
But memories wait by thy Galician mound
As by none else—Dejection's proudest train;
And spirits once beneath thy conduct bound
Wing them abroad, to share that lofty pain:
Yet, gladdening o'er thy praise of distant clime
And thy renown, still brightening on through time.

M.

A PEEP INTO REGIMENTAL SOCIETY.

"Could all our care elude the gloomy grave,
Which claims no less the fearful than the brave;
For lust of fame I should not vainly dare
In fighting fields, nor urge thy soul to war.
But since, alas, ignoble age must come,
Disease, and death's inexorable doom,
The life that others give let us bestow,
And give to fame what we to nature owe.
Brave though we fall, and honour'd if we live,
Or glory let us gain, or glory give."

THE above is an extract from an address of one of Homer's heroes to another, not quite three thousand years ago, "done into our English tongue" by the little crooked man of Twickenham, and is a very fair specimen of a military sermon—supposing it to have been actually spoken, and not wove out of the brain of the poet. We may suppose that soldiers at all times must have required some stimulus to their valour, otherwise it would have been unnecessary for such addresses to have passed between two of the chiefs. Let us suppose Sarpedon to have been a Colonel and Glaucus his Major, and such a thing would, with our modern ideas, appear ridiculous enough. But Homer was not likely to write what was not at least based on probability. It was the custom, from remotest times, for chiefs to harangue their troops, and it certainly added much to the other cares of Generals in obtaining that sort of terse and military eloquence that was to operate most powerfully on their followers; it descended with other usages to the Romans, whose generals were obliged to make an exposé to their men of the nature of the enterprise in hand, which though not so lengthy as an American President's message, must have been sufficiently embarrassing.

Of harangues in the field we have many specimens, including the celebrated one of Cæsar, who excited his backward troops by saying, if they held off he would go to the attack with the tenth legion only. We see all their preparations on the solemn side, and are left in the dark whether they were relieved by any under-current of jocularitv or jest among the soldiers themselves. Some attempts at caricature may be observed on the barrack-walls of Pompeii, but beyond that we know nothing. If among the black rolls of papyrus that have been forty years in deciphering at Naples, there should turn up one Greek or Roman novel founded on manners, it would be worth the lost books of Livy.

In modern armies, where the order of battle is more extended, the practice of haranguing has fallen into disuse, except perhaps amongst the French; and even with them *vivâ voce* addresses are rare; it is generally done in the shape of a pass order previous to action, and excites the vanity of the soldier by appealing to his former acts. Napoleon made great use of this stimulating appeal; and his reference, for example, to the "sun of Austerlitz" will be long remembered. We also recollect, at a later period—the return from Elba—when the few words "*La victoire accourt au pas de charge*" were sufficient to over-

throw the resolution of so old a soldier as Ney, and were in fact the immediate cause of his death.

In our Service we have no such practice; but it is usual for the General to give thanks after any successful affair. I think it doubtful whether this plan is the best; the pleasantest thing for a soldier after a battle is to find himself safe and well, and he cares not much for thanks for what is passed. I believe it would not at all agree with our customs to listen to long speeches, or even orders, but a phrase well thrown in at a seasonable moment might produce great effects—witness Nelson's celebrated telegraph. Whatever abuse envious foreigners may throw on our troops, as to want of intelligence for this sort of excitement, "they have within them what passes show," and is worth all the exotic valour that ever was pushed forward; they have no objection, however, to a word of encouragement from their immediate officer in times of difficulty and danger; and if it is attended with a jocular remark or a flying bit of ridicule at his enemies, John Bull likes it mightily.

The French soldiers assimilate to ours in this point: they love—*aimer* means both to love and to like—the slang of the camp, are capital in giving nick-names to their enemies, and enjoying a joke at their expense; and in point of joviality would enjoy as well as ourselves Wolfe's song, if it was properly translated—

"Why, soldiers, why
Should we be melancholy, boys—
• Why, soldiers, why,
Whose business 'tis to die?
Should the next campaign
Send us to him who made us, boys,
We are free from pain;
But if we remain,
A bottle and kind landlady
Cure all again."

I think this modern song may be set off against the Greek speech; although it is not couched in such high-sounding words, it perhaps concludes with as good a moral: the only relief in the former to the images of death is the possible glory that may befall *Squire* Glaucus, which, like the honour of Jack Falstaff, "may not live with the living, detraction will not suffer it." From thence I opine with Wolfe that "a bottle and kind landlady" form a better antithesis to the "grim serjeant" than the glory aforesaid. The ideas connected therewith bring me at once to the consideration of the sociability and comfort with which our troops live when compared with those of other countries. I believe combatants of all nations, whether by land or water, are accustomed to congregate in messes for the general accommodation: and with respect to our soldiers and sailors those generally consist of six persons. The land officers, in the field, generally mess by companies; but it is when the campaign is over and in peaceable quarters that the superiority of the British Service is seen; when officers of other countries break off individually to eat their morsel in solitude, then do we congregate in mess, and the persons who had been living in twos and threes now all join in what may be called a regimental club, which is formed whenever there is the least opportunity.

Foreigners have little idea of the comfort of this arrangement. I

recollect in South America asking the Spanish Town-Major (who was a Colonel) to dine with me at our mess; he accepted, and was highly pleased with everything he saw, ate a good dinner, and washed it down with a sufficient dose of madeira and claret. The next morning I found him in a *brown study*, and asked him what he was thinking of? He replied that he was regretting that his house was so small that he could not invite all the officers he had met the day before. On inquiring why he thought such a thing in the least necessary, I found that he imagined we had all combined to give him a fête, and he thought it fit to return the compliment; his surprise therefore was great when told it was our daily dinner party. "*Comment tous les jours?*" "Yes; and if you doubt it, come and dine with me now, without notice, and you will see the same." He did so; but I believe he was not quite convinced until he had dined in the same way once or twice with the 40th Regiment.

Independent of its sociability, and the trouble it saves individuals, a regimental mess possesses many great and evident advantages, such as are not offered in any other profession or pursuit in life. By throwing so many persons of different tempers and dispositions together, individual fancies and caprices are made to give way to the general convenience; asperities are thus gradually softened down, when a man finds that his irritation or ill-temper are quite thrown away; although it is quite liberty-hall as long as people conduct themselves well, yet any breach of good manners is certain of being noticed by the president, who has for the day the fullest authority, and there is also the indirect supervision of the commanding officer, ready to support the power of the chair—it is not long, under the collision of ideas, before the real character of individuals is found out; and although they may not be weaned from faults of disposition, yet they are obliged to keep a check on and many think they entirely disguise them, but in this they are egregiously mistaken. I have known, and still do know, some persons that are classed under the name of *humbug*, who have a plausible way of throwing dust in the eyes of the natives, but who are so well known in the Army as to make their names pass as by-words, although they remain in blessed ignorance of what every one else is quite aware of.

During the war, and even now—owing to the cart-horse system of teaching in England—young men on entering the Army have not got above one-third of the way on the ladder of education, or rather, know little beyond its rudiments; they are delighted with having escaped the trammels of the school, and everything that has reference to that subject is carefully kept out of view; but in the course of a little time they begin to take a different view of things.

Since hard drinking has been discontinued, the conversation at regimental messes is more purified from grossness, and has taken altogether a higher tone. There are in every regiment one or two officers who have a taste for reading, and afterwards discussing the subject of their studies over their wine: they naturally take the lead in conversation, and by degrees infuse a similar taste amongst the youngsters, who first begin to feel ashamed of their own ignorance.

I recollect a very good-natured young fellow, who said to me in confidence—"If I return to England, I shall certainly either have a tutor, or attend college lectures; I am so ashamed of my own ignorance." I

knew another who could scarcely write his own name, and who was a general laughing-stock of the mess, from the gross mistakes he made both in grammar and knowledge of things in general; he made his resolution, got advice what books were best to use, and shut himself up in his barrack-room to study: with the intervals of duty, and snatching a hasty dinner at the mess, he never slackened until he had obtained all the information he aspired to. I also know at this moment three officers of rank, who are at present no way deficient either in ordinary knowledge or scientific acquirements, who, when they entered the Army, could neither of them make out a report as orderly officer, and scarcely make their signature legible.

Many are the mistakes and blunders I have heard at mess. One man, on being asked to go out and see an eclipse of the moon, said he never went to such places without money in his pockets. I have heard the words *termagant* and *ptarmigan* confounded; and a Johnny Raw frae the North asked in my hearing the waiter to bring him a *sput-box*, meaning a finger-glass.

The story is well known of an officer, who, on his return from South America, said he had seen a field of five acres of anchovies. A person laughed in his face, whom he immediately called out, and would certainly have had a shot at him, had not his friend persuaded him he had made a mistake; and after two or three guesses, it was found to be a field of capers that had been seen. These anecdotes relate to times long since past.

I have known, also, unexpected things come from persons supposed to be incapable. A young fellow joined the regiment I was in—rather a rough diamond, uncouth in his appearance and manner: the day afterwards, a Captain, who was a sort of regimental wag, looking him gravely in the face, said—"May I beg leave to ask, what induced you to make the Army your profession?" "That I might have now and then an opportunity of checking impertinence."

An Oxonian dined with us on occasion of seeing his brother, an officer in the regiment: soon after dinner, he began to give us such a history of his reading, classical and otherwise, that if it would not have "made the angels weep," it caused the Ensigns to stare; he had, in fact, read everything ancient and modern. "Pray, Sir," said one of the youths across the table, "did you ever read Cary's Book of Roads?"

Amongst the graver topics occasionally treated of at these meetings, the lighter ones are not forgotten; and *Dan Cupid* is a character in much request. Whether that sort of regard or curiosity is reciprocal with the other sex, is perhaps one of their secrets; but this much I know, that an Army List is an indispensable article of furniture in some houses, and the ladies amuse themselves by guessing what sort of people so-and-so are. I have heard (but I suppose that is scandal) of the ladies of a town in Ireland having disposed of all the officers of an expected regiment amongst themselves, before they had seen one of them, resting their calculations on the names in the Army List alone. I will not pretend to affirm what passes among the "dear creatures" on those occasions, but only repeat that *their* charms are often discussed while the bottle moves on.

We had come home from Gibraltar, a skeleton regiment, and were quartered in a village in the north of England: there were scarcely any

genteel families in the place itself, but several in the immediate neighbourhood. Among us the merits and beauties of the young ladies were, of course, a constant theme. We had as one of our Ensigns a youth from the Emerald Isle—a considerable oddity, but what is called “a broth of a boy.” He was not only in love with every pretty girl, but had persuaded himself that in all cases it was reciprocal. He listened with attentive ear to the conversation at the mess respecting the *belles* of the neighbourhood, particularly with regard to two sisters, daughters of a gentleman who lived only two miles distant. They were reported to be both handsome, and to have good fortunes, and it was a matter of friendly argument which of the two was the fairest. It was said that they seldom went out; but that they generally came to church in the village.

My friend, Jerry D., lost no time: the next day, on pretence of seeing a monument in the church, he got the sexton “to walk him over,” asking in a half careless way the names of the owners of all the aristocratic-looking pews, until the name of Mr. H. was mentioned; he then took the “bearings and distance,” and the following Sunday found him ensconced behind a friendly pillar, where he could take what observations he pleased, and be at the same time sheltered from general notice. He had been but a short time in position, when the expected arrival took place, and one glance sufficed to set down the youngest daughter, Miss Jane, as the future Mrs. D. Although himself the son of a clergyman, I am sorry to confess that his attention was more drawn on this occasion towards a pair of blue eyes than to the liturgy; but in this improper exercise he took care that nobody but the favoured lady should be the least the wiser.

He followed up this system of tactics for several successive Sundays, without apparently much success, farther than a transient smile passing over the features of the fair one; but it was quite beyond his powers to ascertain whether it was in approbation of his mute addresses, or amazement at his pertinacity. He, in the meantime, had hovered round the house in coloured clothes, and made several trials at an introduction, without avail; but knowing that “faint heart never won fair lady,” he continued his attack by eye-shot with steady perseverance for a considerable time longer. But this ocular *sap* not bringing with it the means of establishing a regular battery of soft nonsense, the siege, like that of my Uncle Toby, was likely to be converted into a blockade, when one day returning to his lodgings, he found on the table the most beautiful little note, the paper wire-wove, hot-pressed, and gilt-edged, addressed to J. D., Esq., and sealed with a “forget me not.”

If I had any of the powers of a modern novelist, I would endeavour to analyze the combination of feelings that overpowered him at that moment, but I must content myself with a very vulgar phrase—“he was taken all of a heap;” but he had nerve enough to break the wax, and make himself master of the contents of this enticing *poulet*. It opened with a certain string of reproaches, vented by the fair writer against herself for having taken so unusual, and apparently indelicate course, as that of addressing a person of another sex, and an entire stranger; but that, judging from external appearance, she (the writer) would throw herself at once on the honour and gentlemanly feeling of Mr. D., and hope that he would not take any unfair advantage of this

mode of forming an acquaintance: he was informed that the family had an engagement to dinner the next day, from which she had excused herself on plea of indisposition; that a female cousin, then on a visit, would remain with her; and that if he called between seven and eight in the evening, she would have much pleasure in seeing him. There was no signature.

I have already hinted that my friend was on exceeding good terms with himself—still he was considerably staggered at the receipt of such a missive—he calculated how he would have liked to have heard of such an affair being carried on by his own sister—he ran down stairs, and inquired who had been the bearer of the epistle—he was told that it was left by a decent-looking elderly woman, having all the appearance of housekeeper in a gentleman's family. This brought him again up to the mark, and with some flattering ideas of "all-powerful love," he resolved to achieve the adventure. He dined at the mess the next day, but the cloth was scarcely drawn when he disappeared—he was hardly out of ear-shot when a roar of laughter was raised, enough to have blown up the roof of the house—he in the meanwhile, having mounted his *muff*, set off on tiptoe, singing as he went snatches of love-ditties, of which he had a great supply.

On approaching the scene of action, he found the park-gate half open—a good omen—and no living thing crossed his path to disturb his reveries until he arrived at the house—he had some hopes of seeing a pair of bright eyes twinkle out between the bars of the Venetians, but in this he was disappointed—his courage failed him a little, but rousing up his spirits he gave a very gentle, *minnikin* knock at the door, expecting that after some interval it would be opened by some pretty-looking Abigail, with knowing eye, smart cap, and pink ribands. What then was his alarm on finding the door almost instantly opened by a smart, well-powdered footman; and his trepidation increased, in looking into the hall, to see a large supply of pendant coats, cloaks, and hats. He had hardly power to inquire if Miss J. H. was at home, to which the answer was, "Yes—what name shall I say, Sir." He was so flustered by the unexpected turn of affairs that he muttered his name in the most unintelligible manner, and heard a different one announced, which he had not time to correct before he was ushered into a drawing-room full of ladies. He would have instantly counter-marched or counter-bolted, but was prevented by the mistress of the house, who took him by the hand, called him her dear Henry, and expressed her regret that he had not arrived in time for dinner—would he take anything?—much obliged, no, I thank you.

She then introduced all the company to him, made him sit down, and ran through a long string of inquiries about his father, mother, and sisters, which he answered mechanically, wondering with all his wonder, where all this would end. She said she hoped his father had not suffered much from the climate, and would soon come to England—he answered that he did not believe his father meant to come to England—quite at a loss to think what there could be so awful in the climate of the county of Wicklow. The questions that had been general at first now began to hamper him with their particularity, and he was meditating some excuse to get into the hall, when the door opened, and the gentlemen came in from the dining-room.

"My dear," said the lady to her husband, "here is Henry, who has

just arrived." "Ah," said le Mari, "how do you do, Henry? why did you not come to dinner? what have you done with your luggage? I am so happy to see you," as he shook his guest heartily by the hand; "it is many years since I met you, and you are much altered. As well as I recollect, you had dark hair and eyes, and now your complexion is quite fair, and eyes light." D., who had in some degree recovered his presence of mind, became aware that there was some egregious mistake. The whole ridicule of his position came over him; he burst into a loud laugh. "By the powers," exclaimed he, "I can stand it no longer." He was in the hall, and outside the door, in a twinkling. He had the *più svelto* as well as *ardito cor*, and, as he said afterwards, he was at home in no time. He was reported sick the next day, and we did not see him for some time. The astonishment of the party he left behind was beyond all measure. They could not possibly imagine who their laughing customer might be.

It appeared that they had that day, by rather a curious coincidence, expected a nephew from India, whom none of the family had ever seen except Mr. H., and that was when he was a boy. I have stated that D., in giving his name, pronounced it in a very confused and hurried manner—it bore some slight resemblance to that of the expected guest—and the footman having heard the family converse about the expected relation, and, moreover, aware that he was looked for that very evening, naturally supposed this must be the real "Simon Pure," ushered him in, as I have already described. There was but one person who could have explained the mystery, and that only in part—she had been so "bethumped" with eye-shot, that she could scarcely fail to remark and recollect the countenance. Indeed—for what reason she could hardly say—she was rather alarmed at the unexpected arrival of this amorous hero, and waited with anxiety the *dénouement*, without pretending the least knowledge of the person; the whole family was therefore left, with this exception, in suspense until the next day, when Mr. H., mentioning the circumstance to some of the officers, the whole story came out, and he laughed as heartily at it as the rest.

I shall relate one other anecdote of this youth, though much shorter. A party of officers and non-commissioned officers were ordered to march from Richmond, in Yorkshire, to Northallerton, when there was to be a ballot for supplementary militia, with the intention of getting them enrolled to volunteer for the line. The route lay near the mansion of Colonel C., with whom we were acquainted, who kindly asked us to halt and breakfast. On our way there we told D. that Miss L., then, and still celebrated for her great wealth, was on a visit, and he no sooner heard it than he resolved to try the effect of his charms on the heiress. A substantial *fred*, and full allowance of ale, was served out to the serjeants and corporals in the servants' hall, while we were received by our host and hostess in the dining-parlour, where also sat another lady, with spectacles on, making preparations for brewing the China weed, and other breakfast arrangements. My friend Jerry lost not a moment in planting himself alongside her, and immediately opened a battery of small talk that seemed both unexpected and unusual. While the rest of us were busy doing justice to the good things this amorous youth was content with his sweet sayings; and I will venture to say the siege of Ciudad Rodrigo itself was not pushed forward with greater activity.

The fatal moment of separation took place, however; and although the lover had seen us smile, he thought it was only at the energy of his means of attack. When we got outside the park, one of the party said, "My good friend, D., you are an extraordinary fellow; while we were all making a hearty breakfast, nothing must serve you but making love to the Colonel's governess." On hearing this such a face of dismay I have scarce ever seen; but at last recovering himself he said, "Ah! sure you are joking, now." "Not in the least," was the reply. "Do you suppose that Mrs. C. would have been so rude as to impose the drudgery of the tea-table on a lady, a visiter; or that the lady herself would take the trouble of getting up at eight o'clock to look at your pretty face?" The laugh was general against our poor friend, who said, "And so I have been all this time making love to a governess, and lost that beautiful breakfast! By the powers," continued he, "I asked her leave to write to her." "Oh, then, Jerry," said we, "you will have a notice of breach of promise; you may depend on it."

Having carried the reader away with these loves of the Ensigns, I shall take up again my theme, "*revenons à nos moutons*." I have pointed out one or two mistakes, merely to show what room for correction there was among some of the uneducated, or half-educated men that came into the army—but such things happen rarely now-a-days—"the schoolmaster is abroad"—and it were hard that the doors of the mess-room should alone be shut in his face.

The subjects connected with the general economy of the regiment are called "parish business," and are generally excluded, although the great zeal of individuals forces them forward sometimes. At present every sort of topic is introduced—and you may hear discussions on matters military from Livy or Tacitus down to the fitting of a "bodikin" with the scaled pattern—while geography, astronomy, and chemistry are not forgotten, and even verbal criticism finds a place.

I once recollect a debate, of two or three days' continuance—several bets, and references made to divines and lawyers—about the proper mode of pronouncing "satiety." But the general run of conversation often fastens on personal jokes, brought into play against one or two persons, who, in every regiment, allow themselves to be made butts of. This practice is not very humane in itself, and sometimes leads to awkward results, when the joke is carried too far.

The honourable member for Bath has condescended to say that "the House of Lords is a nuisance." I shall take up this polished phrase in imitation, and say, that a married commanding officer is a nuisance. In the first place, his presence at the mess keeps these sort of practical jokes to which I have alluded in check, and tends very much to restrain any symptoms of ill-breeding that may arise, and is also nearly a guarantee against private quarrels; while his constant absence, particularly if the Major is not a man of authority, allows some spirits to run riot, and foment disputes. If he is an uxorious, or still more, a "hen-pecked" commandant, his wife soon assumes the command of the regiment, in many essential points connected with favours. The Ensign, who carries her prayer-book to church, or the poaching Lieutenant, who furnishes hares and pheasants, are sure to be the first on the roster of indulgences. It is in this point of view that I like to see some of the younger brothers of the aristocracy attain the command of regiments. They, like the monks, are doomed to celibacy; and even if

they do bring a little more pride than usual into their office, it serves to support their authority, and can seldom run to excess, the democracy of the mess-table keeping it in check. I could enumerate many examples of very popular men in their regiments from this class, but shall mention only three who became eventually dukes—Wellington, Richmond, and Gordon, and the survivors of the 33rd, 35th, and 100th, latterly 92nd, will, I think, bear me out in this statement.

Religion is so much connected with the moral and social state of all classes, that it might be thought unfair if no notice was taken of it on the present occasion. I shall not, however, enter into discussions of dogmas, or treat of difference of sects, but merely say a few words of the clerical establishment of days past and that existing at present. When I first entered the Army, the class of regimental Chaplains had just become extinct. I never saw a living specimen of the genus on full-pay, but I knew two on half-pay, and a funny brace they were. No institution could have been formed so ingeniously contrived to defeat its own purpose as that of the establishment of regimental Chaplains. Imagine a young man of twenty-four or twenty-five, fresh from Oxford, who had just taken priest's orders, joining a regiment of noisy, rattling, young fellows, with whom he was obliged to live all day, and have no other retreat than the solitude of a barrack-room, the door of which he might expect to see now and then kicked open in a frolic—without the power of retirement, and constantly in the way of hearing all the jokes of every description, and witnessing scenes nowise fit for his contemplation, it could not be wondered at that he frequently joined in what was going forward. The d—l was a mere bungler when he invented the temptations of St. Anthony—he ought to have made him a regimental chaplain.

When this hopeful class disappeared the duties were performed by the clergy of the different places where troops were quartered, who received a gratuity, and Chaplains were in all the fixed garrisons—but there were none for those of recent acquisition—neither were there any with the Army in the field until this matter was regulated by the Duke of York, who, after all, was the best of reformers. In the interregnum, persons used to officiate often without qualifications, and who, in place of being an example towards good, were frequently persons not fit for society. I recollect at the beginning of the century the two persons who called themselves Chaplains, at Malta, were discarded surgeons of the Navy. I saw one of these worthies one Sunday morning before going to church in such a state of nervous weakness from being drunk the night before, that he could not carry the spoon to his mouth—and at the funeral of Sir R. Abercromby these two respectable divines had nearly fallen to fifty-cuffs to decide who should have the honour of officiating, neither of them being sober at the time.

Many glaring things of the same kind occurred, which, as soon as they reached the ears of the Commander-in-chief, were rectified by him—a Chaplain-General was appointed, and division Chaplains sent out with the armies taking the field—persons of well-chosen character and acquirements, who have exercised very wholesome influence in the performance of their ministerial functions, and entirely redeemed that branch of our Service from the opprobrium which had been cast on it abroad.

W.

THE KAFFIR WAR.

No. V:

ON the 31st March, 1835, the Commander-in Chief having joined the head-quarters division, and having made all the necessary arrangements for carrying hostilities into Kaffirland, the camps of the 1st and 2nd divisions were broken up, and the troops entered the enemy's country.

To the eye of the military tyro, the line of march presented a spectacle as novel as it was amusing. The different corps, the various costumes, the uncouth figures, together with the long train of bullock-waggons, and their enormous whips, the cracking of which may be heard at a great distance (announcing their approach long before they are in sight), presented a scene well worthy of the pencil of a Cruikshank; whilst the confused sounds around you, of English, Scotch, Dutch, and Hottentot patois, all mingled together, brought to your mind the Tower of Babel.

On the 1st of April, the division encamped on the Deba Flats, which lie at the foot of Tabendoda Mountain, and was there joined by Colonel Somerset and the 2nd division. It was known that the hostile tribes of Macomo, Tvali, Eno, and Botma, after their unsuccessful attempt to re-enter the Fish River Bush, in the early part of the month of March, had retreated to the deep forests and fastnesses of the mountains of the Amatola, Tabendoda, and Buffalo ranges, which trending from west to east gradually lose themselves in the open but broken country at the mouth of the Genubi River; and as it was natural to suppose that they lurked in these almost impenetrable fastnesses, it was decided on attacking them with the three divisions. For this purpose, Major Cox was directed to move the 3rd division (which was on the left), on the night of the 2nd April, to the ford of the Chumie, a river running into the Keiskamma, and at daybreak on the 3rd to attack the enemy in the valley and mountain of the little Amatola, and to proceed driving them before him until he arrived at the Keiskamma, where he would communicate with the Commander-in-chief, and the 1st division, which was to ascend the hill called the Tabendoda, and attack according to circumstances, keeping up a communication with detached parties on its left; while Colonel Somerset, moving to his right, in the direction of the Buffalo, was to attack the enemy wherever he could find him.

Accordingly, at twelve o'clock at night, on the 2nd April, the troops marched. The night was pitch-dark, and it was with the utmost difficulty the different guides were enabled to find the path. Having reached the summit of the hill between two and three, the division halted to wait for sunrise, and never have I experienced severer cold; the sun having been very powerful during the day, naturally made us feel the cold more acutely. At day-break, having moved into the forests and fastnesses, in which the enemy were supposed to be lurking, we were much disappointed in finding that they had abandoned their position. The infantry were, therefore, sent back to the camp, while the Commander-in-chief, making a circuit with the cavalry, scoured the dense and difficult bush, known by the name of the Keiskamma Hoek, and

emerging therefrom about five P. M., near to the missionary station of Buns Hill, communicated with Major Cox.

On the march back to the camp shortly after sunset, a heavy firing was suddenly commenced in the front, and in the direction of the General, who, with the Cape Corps, was bringing up the rear. On inquiring into the cause, it appeared that one of the boers, either seeing a bush shaken by the wind, or supposing that he saw a Kaffir, discharged his roer,* and his comrades, according to the custom of the boers in like cases, without pausing to see if there was any cause for alarm, immediately took it up, firing indiscriminately in every direction, careless whether they hit friend or foe; the evil consequences of which was, that a young man, belonging to the corps of Guides, was mortally wounded. The punishment inflicted on the enemy by this day's operations was not very severe. About thirty straggling Kaffirs were shot, and some hundred head of cattle taken, but owing to their having changed their position, and the mountainous country being very extensive, and covered with forests and woody jungle, it was impossible in one day to have caused him any very severe loss; but as it was suspected that, although he had abandoned this part of the mountains, yet, that he had not totally deserted his favourite strongholds, Sir B. D'Urban moved on the 6th to the Buffalo river; during this day's march, we passed an extensive flat, entirely composed of large round shallow holes, in the shape of basins, not half a mile from the Deba Flats, from which it differs entirely, as the latter, on being viewed from a distance, appears like a succession of gigantic graves.

In the afternoon the division reached the left bank of the Buffalo, and encamped. The country around was beautiful—lofty mountains covered with wood sloping down towards the river, the green and luxuriant grass was refreshing to the eye long accustomed to the burnt and arid appearance of the colony. It had been arranged that the 3rd division should move on the night of the 5th, and endeavour to surround Tyali's kraal; and having performed this duty, to sweep along the Buffalo mountains, until it co-operated with the first. As this would naturally require some time, the division remained unemployed; but Colonel Smith, to whom an inactive life presented no charms, moved on the night of the 6th, with a strong patrol, into the mountains, for the purpose of making a reconnaissance, and of annoying the enemy whenever he could find them. On getting into the gorges of the mountains, it became necessary to wait for daylight; and if any one had possessed an imagination lively enough to have resisted the effects of sleep and cold, he might have fancied himself in the days of chivalry, looking at the watch-fires of the stronghold of some mountain chief, as, high above our heads, in the crevices of the cliffs, we saw the fires of the enemy. Moving on at daylight, we continued our march without seeing any signs of an enemy, except their dwellings, which we destroyed, until eight A. M., when, having gained the summit of a high mountain, to our great delight we beheld innumerable herds of cattle grazing at a distance of about four miles. Colonel Smith immediately dispatched three companies of Hottentots to capture them, while, with Captain Murray's company, 72nd Highlanders, and his mounted force, he retraced his steps, and bringing up his left shoulder, ascended another side of the mountain, in order effectually to cut off the retreat of the enemy.

* A heavy gun.

On gaining the summit, Colonel Smith, who was leading, found himself suddenly stopped by immense masses of rock, piled one above the other, rendering it impossible for a mounted force to proceed any farther. Discovering a narrow path winding round the rocks, he directed Captain Murray to move on, as it appeared a very likely place for Kaffins to conceal themselves in. No sooner had this officer got his men amongst the rocks, than he was actively engaged with numbers of the enemy, who, from the nature of the ground, and being unencumbered, had a great advantage. As the rocks were so high, and so placed, that the men were forced to pull each other up by the muzzels of their firelocks; and as you put your head above one, you heard the whiz of the assajai, and saw your active opponent descending the other, giving you no time to take anything like an aim; indeed, hardly enough for a random shot. This sort of work lasted nearly an hour, when Captain Murray, having made three attempts to force his way without success, having several of his men severely wounded, besides himself, and having expended a considerable portion of his ammunition, Colonel Smith deemed it advisable to recall him, and to descend the mountain to attack this rock in reverse, having already sent back to the camp for a reinforcement. A path being discovered through the bush, Captain Murray again attacked, and finally forced his way into this stronghold, but found few remaining, as the Kaffins, not liking the spirit with which they had been attacked, had abandoned it, leaving evident tokens behind them that their loss was severe; twenty were found lying dead, and as the savage always endeavours to carry off both killed and wounded, the number must have been very great. Indeed, they have declared (since the peace), that they never were so severely handled.

About five p. m., the mountains in front of the camp appeared alive, and, if I may make use of the expression, began to vomit forth cattle from two narrow paths in the bush, and continued so to do until seven o'clock, when the troops, being collected, returned to camp with above 7000 head of fine cattle, and having given the enemy a signal proof that no country could save them from the punishment they so justly merited. The loss of the enemy, during the day, was reported to have been above sixty killed, so we may safely compute it at double, and many wounded. In bush fighting, it is a matter of the utmost difficulty to discover what loss you inflict, so that number may be considered as great.

The loss on our side was trifling, being only a few Hottentots killed, and one officer (Captain Murray), and six rank and file, 72nd Highlanders, wounded.

From a Hottentot who was taken prisoner we learned that the whole of the hostile tribes was here assembled, and the 3rd division being now near its ground, the General determined on attacking in force. On the morning of the 9th the troops marched—the infantry in two columns—to attack the position from which the enemy had been driven on the 7th; thus inclosing him between the two divisions, and securing the cattle, to drive them into the open plain in front of the encampment, where different detachments of mounted men were stationed to receive them.

About eleven the advance of the 3rd division was seen on the summit of the hills, and the different kloofs were effectually and thoroughly scoured; but although the loss of the enemy was severe, yet, disheartened by the

former attack, they had scattered and dispersed throughout the extensive bush, and but little of the cattle was secured.

On the 10th, all the detachments having come in, and it appearing that the enemy had abandoned these favourite fastnesses for a time, the Commander-in-chief resolved to move into the interior, dispatching the second division towards the sea, to scour the country occupied by the tribe of T'Slambie, until it joined the 1st at the Ganube. The 3rd and 4th were to remain in the rear, and to harass the enemy, in order to prevent him from re-occupying this range of mountains, from which he had been so recently driven.

On the 12th, we reached the Ganube, and halted there for the second division until the 14th; but it not arriving, we continued our march, and bivouacked within six miles of the great Kei river, the boundary of Hintza's tribe of Kaffirs. On the morning of the 15th, after a march of about two hours, we arrived at the Kei, a widely-flowing river, but at this time very shallow, with steep precipitous banks; and here I must borrow from a late eloquent writer, if I wish to give any description of the African rivers:—

“The rivers of South Africa (so called) are generally no more than periodical torrents, usually flowing with a diminutive stream at the bottom of a huge chasm or glen, the banks of which rise on either hand, steep and shaggy with wood, like the side of a mountain; so that in many cases it will take an hour to cross from the top of one bank to the other, although the water, at the bottom, in ordinary occasions, will scarcely wet your horse's fetlocks.”

On gaining the banks, the advance was hailed by some Kaffirs from the other side, inquiring for what purpose we were come. After some entreaty, and much caution on their part, one of them came down to the opposite bank, and his Excellency spoke with him for some time, and requested that a message might be sent to Hintza, inviting him to a conference. This they assented to, and the division crossed, and entered Hintza's country; but previous to passing the river, the troops were strictly enjoined by a general order not to plunder the kraals or gardens, and to conduct themselves as in perfect peace. In fact, the Governor had provided beads, wire, &c. &c., for the purpose of purchasing pumpkins and wood.

The troops halted about fifteen miles from the Kei, and there remained until the 17th, when they marched to Butterworth, a missionary station belonging to the Wesleyan Society, but now abandoned, from fear of Hintza, who had behaved in the most brutal manner towards the missionary. The house was not burnt, but everything completely destroyed—doors torn down—windows shattered, presenting a melancholy picture of desolation—and here we halted, awaiting the arrival of Hintza, to whom frequent messengers were sent; and while we are thus employed, perhaps it would be better to detail the reasons which induced Sir B. D'Urban to enter Hintza's territory when that chief was not openly at war.

In the year 1828, when Hintza was threatened with utter destruction by some marauding tribes called Fetcani, he applied for assistance from the Colonial Government, which was promptly afforded him; he therefore was bound by gratitude at least to have given that Government timely notice of the intentions of the frontier tribes, of which he was

fully aware, as being paramount chief of Kaffirland. The tribes did not dare to make war or peace without his sanction:—did he warn the colonists (who had assisted him when in danger) of the impending storm? did he interpose and endeavour to arrest it? Far from so doing, he not only connived at it—telling them to fight on—but permitted, nay, even desired them to drive their own herds, and the cattle plundered from the colony, into his dominions for security—he ordered his people to abandon a tract of country along the sea, for the reception of the hostile tribes, in case of their being driven over the Kei—and he not only tacitly permitted, but encouraged, his own people to join in the war.

As early as in the month of February, Sir B. D'Urban, being convinced of Hintza's implication in the war, opened communications with him through Field-Commandant Van Wyk and the Tambookie chief Mapasa, on the one hand, and the friendly tribes on the other. Hintza for some time would not meet Van Wyk, on the plea of sickness, (the common excuse of a savage when he is unwilling to meet you); but finally he invited Van Wyk to meet him with a few men. Fortunately Van Wyk obtained information that Hintza had formed a most diabolical plot to murder him; so that, instead of going with only eight or nine boers, he rode to the place of meeting with 200. At first Hintza would not appear, and when he did, his conduct was most unsatisfactory, and his answers shuffling and evasive. All this being the case, and it being proved that the captured cattle were in his country with his knowledge and permission, his Excellency entered his territories for the purpose of demanding restitution.

During our halt at Butterworth, frequent messengers arrived from Hintza, saying, "That he would be in soon"—"That he was coming," and other evasive answers. Amongst them was a captain named Couba, (a vicious-looking rascal), Hintza's great friend and chief counsellor; to him the Governor explained the demands of the British Government on Hintza, and the reason for entering his territory. His replies were all in the same tone, evidently to gain time, and enable the cattle to be removed to the mountains.

On the 20th, the 2nd division joined in woful plight, the horses being all knocked up from hard work and the want of food. This last was owing to the commissariat officer attached to the 2nd division (which consisted solely of mounted men), who, from some bright conception, thought that corn would be wasted on them; the consequence of which was, that the poor animals were scarcely able to walk, whilst the Hottentot dragoon, with his saddle on his back, driving a half-starved quadruped before him, did not present a very soldier-like appearance. Patience began to abandon us, but the Governor determined on waiting; and in the meantime the chiefs of the Fingoes came into the camp and implored protection. It appears that when Chaka, chief of the Zoolaks, laid waste and depopulated the country beyond the Umzinvoobo, those who escaped fled to Hintza for refuge, which at first was afforded them; but soon the refugee turned into the slave, and they were subjected to every species of insult and cruelty the Kaffirs could heap upon them, their life even not being considered of more value than that of a dog. His Excellency complied with their request, and thus we procured a formidable ally against Hintza, in case of his provoking hostilities.

Sir B. D'Urban had now waited nine days, and as it was apparent that Hintza was taking advantage of the interval to remove himself and cattle to a distance, and to a situation where he hoped to evade pursuit, war was declared in presence of Couba, who was sent off to his chief to acquaint him thereof, and the division marched, directing its course towards a position which it was said Hintza had taken up in the mountains, near the T'Somo river, and head of the Amava.

During the march, Colonel Smith separated from the column with a mounted patrol, for the purpose of intercepting some of the cattle on their route to the T'Somo. About evening the cattle appeared in sight, and the Colonel gave chase, at the same time detaching his Aide-de-camp, with three men, to capture two Kaffirs, seen at a distance, one of whom was said to be a powerful chief, while he pursued the main object. After a hard gallop he overtook them about five P.M., and succeeded in capturing above 4000 head, and would have secured more had it been prudent to have followed them any farther, but as it was getting dark it became necessary to secure the cattle already captured.

The fruits of this spirited attack were above 5000 head of cattle taken—others having been captured by detached parties—a considerable number of the enemy killed—and two powerful chiefs of Hintza's taken prisoners, with their attendants; thus proving that whenever it was possible life was spared, and the enemy captured; although it is but seldom that a Kaffir will surrender, as he knows not the consequences of death, and therefore cares little for it.

Having lighted fires round the cattle, we lay down, hoping to obtain a little sleep, but the lowing of the cows after their calves, and the necessity that existed for frequently visiting the guards, together with the occasional tramp of some dozen of bullocks over your body, altogether precluded the approach of that venerable gentleman—"Morpheus." At two o'clock next morning, leaving the greater part of the force with the cattle, we moved towards the hills over which Colonel Smith had seen cattle driven the preceding evening. About daylight we arrived at the foot of the Kamegha Berg, and commenced our ascent, favoured by a heavy fog, under the shelter of which we gained the summit, and as the mists rolled beneath our feet we discovered cattle feeding below, with their owners around them in fancied security. Descending from the hill in their rear we came upon them as from the clouds, and their surprise was so great that they made little or no resistance—so little indeed, that, after some had been killed, Colonel Smith ordered the boers to desist from firing, as the Kaffirs were flying in all directions. Having collected our spoil, which amounted to above 1500 head, we drove them towards our last night's bivouac, and having assembled the whole of our force, moved towards the mountain to rejoin the General, sending the cattle back to Colonel Somerset's camp at Butterworth; and about five o'clock P.M. we found the 1st division encamped on the Tsolo.

After some consultation with his Excellency, Colonel Smith moved the next morning (the 26th) at three o'clock, with a force consisting of two companies 72nd Highlanders, three companies of Hottentots, and about eighty mounted men, into the mountains towards the position it was supposed Hintza had taken up. Having crossed the T'Somo, and having marched over some difficult mountain country, we saw at a

distance, some mounted Kaffirs; but favoured by the nature of the ground, they were enabled to give the alarm, and Hintza, to whose kraal we were near at hand, made his escape. The country around us was highly favourable to the wishes of the Kaffir, viz., concealment and security for his cattle, as it appeared entirely to consist of lofty mountains and rocks, one piled above the other.

As we were proceeding some Fingoes reported that they could see cattle at a distance; Colonel Smith therefore ordered Captain Murray to follow the course of T'Somo with the infantry, whilst he himself, with the mounted men (riding on the arc of the circle), pursued the cattle. Following them at a brisk pace, we at length came up with them in a ravine called the Acalomba, which runs into the bed of the Great Kei river, and, dismounting, drove them out of the bush, with no loss on our side, and very little on theirs, as they understand the art of concealing themselves as well as any wild beast. Having secured above 2000 head, we retraced our steps up the steep hills which we had just descended, in hopes of meeting the infantry; but having marched until nigh at night, and having no one who knew anything of the country, we halted at a Kaffir kraal (or village): resuming our march at sunrise (27th), we at eight o'clock found the column in bivouac on the T'Somo, with 4000 head of cattle which they had taken the preceding day. Conceiving it likely that the enemy were driving their herds down to the Kei, the precipitous banks of which are well calculated to conceal many thousands, Colonel Smith retraced his steps (sending off the cattle to the camp), and marching in the direction of the Acalomba, resolved to follow its course to the Kei. The heat of this day was intense, and on our arrival at the ravine, finding evident marks that cattle had been freshly driven down it, Colonel Smith pushed on without a halt. The path (if you can call it so) down this ravine was rough and stony, and the rays of the sun, reflected from the naked and rugged rocks, which hung over it on either side, struck upon you most forcibly, so that the infantry were not only straggling, but even hardly able to keep on their legs, while many of the horses, although led, dropped dead from utter exhaustion. But the necessity of this hasty march was fully proved, as at six o'clock we came in sight of the dust of the retreating enemy; and Colonel Smith, giving a "view halloo," galloped after them, followed only by the few whose horses were able to keep up—Lieutenants Wade and Balfour, 72nd Highlanders, and three orderlies, Cape Mounted Rifles—these horses, which not a minute before appeared to be incapable of proceeding farther, entered into the pursuit with the same ardour as their riders—galloping up a path which led through the centre of the ravine, and, crossing the Kei, disappeared round the brow of the cliff, we came up with the cattle, and after shooting some of the enemy who were driving them, succeeded in turning them; thus keeping the Kaffirs in check, until the arrival of the Hot-tentots enabled us to show force. We captured the whole, to the amount of 5000 head, every one of which would have been lost to us had we halted even for five minutes. And now the troublesome and annoying task of securing such a number of cattle for the night commenced, compared to which the labour of capturing them is trifling; but this also being effected, we began to attend to our own comforts, by lighting large fires, the necessity of which was sufficiently proved by the

chill that arose from the river, on the banks of which we were, and which was more acutely felt from the intensity of the heat during the day.

Next morning (28th) we commenced our return to the Camp, at which we arrived on the 29th, after four days of the most fatiguing marches that had ever been made by troops in South Africa.

The result of these five days' operations were,—a considerable number of the enemy killed and wounded; above 16,000 head of cattle captured; and a signal proof given to the savage that no country, however remote or difficult, can stop the British soldier.

On our arrival in the camp we learned that Hintza had sent in repeated messages to his Excellency, who, however, refused to treat with any one but himself; and finally, finding that he was only increasing his danger by temporizing any longer, he came into camp about five o'clock P.M. the 29th, with a retinue of about thirty armed men. He was conducted to a chair near the Governor's tent, and His Excellency asked him whether he was willing to proceed to business or would prefer waiting until the next day. He replied "that he was ready;" and the Governor, in presence of his staff and officers, then caused Mr. Shepstone, the interpreter, to read to him, sentence by sentence, the grounds upon which redress was demanded from him, and the terms upon which alone peace could be re-established. He listened attentively to it, and requested until the next day to reflect upon it. A tent was pitched for him, and himself and one of his counsellors, Untem, dined with Colonel Smith. After dinner, the different guests having withdrawn, he requested that the treaty might again be read to him; and having maturely weighed and considered every article, he consented to make peace next morning; which he did in presence of the troops, at the same time not having the slightest intention (as he eventually proved) of ever fulfilling it.

The principal terms were:—That within five days he should pay 25,000 head of cattle and 500 horses, and the same number in twelve months; besides 600 head for the murder of two British subjects in his country. Being called on to give hostages for the due fulfilment of the treaty, his reply was,—“Oh, as for that, I will remain myself, and send for my son;”—which he did, and his son Heli arrived in camp that day (30th). After the conclusion of peace Hintza was laden with costly presents, as was also his son; and presents of value were sent to his chief wife.

It may be asked, what could have been Hintza's reason for remaining in our camp as a hostage, and also for sending for his son, if he really had no intention of fulfilling the treaty? The explanation is very simple: he knew that if he departed, and left two of his principal counsellors in our hands, he could have no excuse for not complying with all the demands; but by his remaining himself he escaped the odium of compelling his people to give up the cattle, while he induced them to believe that he was forcibly detained in our camp. The same may apply to his son; and then he had the excuse to offer to us, that his people would not obey his orders.

SHIPWRECK OF THE 78TH REGIMENT ON THE ISLAND OF PREPARIS,
IN THE INDIAN OCEAN.

Of all the perils by flood and field recorded in these pages there are perhaps few of such striking interest, or in which the lives of several hundreds of our fellow-soldiers were so long in imminent peril as in the shipwreck of a division of the 78th Regiment on their return from Java, in 1816, which we are about to detail from the narrative of one of the surviving officers.

This division was doomed to encounter a more than ordinary share of the perils of the deep. It first embarked on board the *Princess Charlotte*, and sailed from Samarang Roads for Calcutta on the 18th September, 1816; but the following day, at three p.m., that vessel struck on a sunken rock, and carried away her rudder. The boats, on being hoisted out, were found so leaky as to be useless, and a raft was formed to hold the troops, in the expectation of her beating to pieces in the course of the night, but luckily before it became necessary to commit themselves to it the vessel swung off the rocks, and was with great difficulty carried into Batavia Roads on the second day after she grounded. On being inspected there she was found to have suffered too much damage to proceed on her voyage, and the troops were therefore removed to the *Francis and Charlotte*, a vessel of 700 tons, commanded by Capt. Acres*.

In this vessel the division a second time set sail for Calcutta on the 29th of September, and enjoyed a pleasant and prosperous voyage till the 5th November, when, about half-past two in the morning, a drummer of the regiment came from the fore-castle and reported to the officer on watch that he saw rocks ahead. The vessel was then going before a moderate breeze at the rate of four or five knots an hour. The alarm was immediately given, and she was put about; but while in stays the current carried her rapidly towards the rocks, and she struck on a sunken reef.

At this time there were upwards of 540 souls on board, and the boats were scarcely sufficient to hold a fifth part of that number. It soon became evident from the way in which the vessel was striking that she was not likely to keep together long; and the water having already made rapid progress in her hold, there was obviously no chance of her ever floating again. As yet we were uncertain on what part of the coast she had struck, but when morning dawned the island of Preparis was recognized on the larboard quarter, distant from twelve to thirteen miles; and we found that she had struck on one of the sunken reefs which surround it, and render it so much dreaded by navigators in those seas.

As soon as the land was descried, it became obvious that the only chance of safety rested in the boats being able to carry off the troops by successive detachments from the wreck; but this of course altogether depended on the weather continuing moderate, and the vessel not going

* Some time afterwards, when the *Princess Charlotte* was undergoing repair at Calcutta, a piece of rock about half a ton weight, was found to have lodged near her keel during the time she was ashore, and yet in this state had she subsequently to this disaster been again employed to carry troops from Java to Bengal, and had encountered two gales of wind off the Sand Heads. Had this piece of rock fallen out, which it is next to a miracle it did not, she must instantly have foundered with all on board. To such frail chances have the lives of our gallant soldiers been too often entrusted.

to pieces in the meantime, a prospect by no means likely to be realized. However, though death in all probability awaited those who were obliged to remain, no selfish feeling was manifested by the soldiers to secure their own safety at the expense of the more helpless portion of the community. The sick men, with the women and children, were first put into the long boat and cutter, along with as many of the soldiers as she could carry, under the care of Captain M'Queen and Mr. Brown, the Assistant-Surgeon. It was at first no easy matter to get the women to trust themselves to the boats; and it was fortunate that in this emergency the lady of the commanding officer, Mrs. M'Pherson, possessed sufficient fortitude to set the example by going first into the boat, on which the rest gained confidence and followed her. In the hurry of starting very few oars could be found, and neither the masts nor sails of the boat could be got out of the hold. At five o'clock A.M. these two boats set off for the island; the jolly-boat had been stove against the side of the ship, and went down, so that the gig was the only one remaining with us.

As the ship beat very violently, and the sea instantly broke through her ports, and over her upper deck, the foremast, with all its set, was cut away, and fell over the starboard bow, carrying with it the main-topmast and mizen-topgallant mast. When the advance of day lighted up the horrors of our situation the scene appeared terrific, beyond description. Nothing was visible but breakers and rocks around us in every direction, lashed by a rapid foaming current, which swept everything before it. About fifty yards from the stern, a small rock jutting above the water appeared the only spot capable of affording temporary shelter, in case of the vessel going to pieces before the boats could return, an event which her frail state hourly rendered more probable. With a view of establishing a communication between this rock and the vessel, and thereby placing a portion of the men in greater security, the gig was sent with a rope which was made fast to the rock, and bound round the mizen-mast.

By this time, to our great disappointment and distress, we could see that the boats which had left us, instead of nearing the island, were drifting to leeward, the crews being exhausted with pulling against the strong current which was setting from the shore. The gig was accordingly dispatched after the long-boat with a sail which had been procured for her out of the hold, and by the aid of which we could observe her at length nearing the island. During the absence of the gig some of the men were employed in making a raft from such spars and yards as could be procured, and others in saving bags of rice and biscuit out of the gun-room, so long as the state of the vessel admitted of their exertions. About one hundred men were removed from the vessel to the rock; but as it would hold no more at high water, it occurred to us, that if the vessel went to pieces before the boats could return, many more might be saved by tying rafts to the rock, and as from the strength of the current it was found absolutely impracticable to work the one we had prepared, it was made fast there, and connected with the vessel by several strong ropes, and another raft was also commenced with the same view on the larboard side.

After the gig returned, the long-boat and cutter, which we had previously seen nearing the island, were suddenly lost sight of, and we

became much alarmed lest they had been lost in the surf when attempting to land. As our sole hopes of rescue rested on their return, the anxiety of our situation can be easier conceived than expressed. To remove the suspense under which we were all suffering, Captain Acres determined to go on shore in the gig, and Major M'Pherson, at our earnest entreaty, accompanied him. At sunset they left us, taking with them about fifteen men, and we were left, in all about 300 souls, in a vessel of which every timber was giving evident symptoms of breaking up, and rendering it barely possible that the absence of rough seas or boisterous weather would permit us to see the morrow's dawn.

As night set in, the dreariness of our situation was enough to quail the hearts even of the boldest, still the soldiers in general behaved well. A few there were, no doubt, who, in the vain hope of drowning care, and hiding from themselves the horrors of their impending fate, sought refuge in intoxication, of which the means readily presented themselves between decks; and two or three of them in this state proved disobedient and disorderly, conceiving that the approach of death levelled all rank and distinctions; but the general mass of the soldiers exhibited the most praiseworthy conduct, and, unappalled by the boiling surge which every moment threatened to engulf them in its eddies, continued to ply their labours of preparing another raft, and saving as much of the provisions as possible from the wreck. The Lascars for several hours had been of no use whatever. They had stowed themselves away in the fore-castle, and were busy plundering and drinking.

As the tide rose the men on the rock could not keep their footing, and the waves breaking over it, swept several of them into eternity. Small pieces of rope were therefore sent to them, with directions to fasten themselves to the rock, and after that precaution accidents became less frequent. Lest the vessel should go to pieces in the night, we became anxious to get back the raft from the rock, in order that it might take off as many as possible; but in endeavouring to haul it up against the current, which was running at the rate of five or six knots an hour, two of the ropes broke, and the attempt had to be abandoned, as there was but one left to connect it with the vessel.

When the second raft was completed, another attempt was made to haul up the other alongside by it; but it was found impracticable, after the attempt was persevered in for a couple of hours, during which the sea was beating constantly over the party employed; and when the ship rolled on her starboard side she raised the raft on which they were nearly out of the water, and as she rolled over on the other side, buried them in the waves. This working speedily loosened the spars, and all hands were therefore set to work to lash them together, and endeavour to make the raft firm.

There cannot be a more wretched situation imagined than during our exertions on this raft, buffeted by the waves, which broke over us in huge masses at every alternate roll of the vessel, bruised by the boxes, trunks, &c. which were constantly washing out of the port-holes, and obliged to exert ourselves to secure and keep together the only frail support we had to trust to, though our footing was so insecure that every moment we were in danger of being swept into the current or dashed to pieces against the side of the vessel. During this period of eventful exertion, when one by one our fellow-sufferers were swept off by the

merciless ocean, the cool and determined demeanour of some was strikingly contrasted with the noisy clamour of others; and in general those who were the most profligate in their habits were now the loudest in their prayers and lamentations. One of the Subalterns on the raft, who was by no means noted on former occasions either for the fervour of his belief, or the ardency of his worship, was so zealous in his supplications to the Almighty for relief on this occasion as to induce a shudder amid the awful nature of the scene around us.

At high water the ship was striking tremendously, owing to the great body of water in the hold, and as the only hope of keeping her together, it was determined to cut away the mainmast; but the Lascar carpenter could not be found, and we were afraid, unless properly done, it might, in falling, carry away the poop, which was the only place we had to shelter us. However, to keep the vessel from breaking up, we were necessitated to run every risk, and having cut the weather mizen rigging, a few blows of the hatchet sent the mast over the starboard side, luckily without injuring the vessel. The ship was much easier in consequence, and wearied with our exertions, some of us endeavoured to snatch a little sleep in the mizen harbour chains; while in this situation, we fortunately overheard one of the men who had been left to take care of the raft propose to his comrades to cut it loose and make the best of their way from the wreck, as it would only hold a few of them with safety, when the ship broke up. The idea of being thus abandoned to our fate was quite sufficient to banish all thought of sleep, even fatigued as we were; and to prevent the possibility of so treacherous a proposition being adopted, all the men on the raft were immediately ordered on board.

Often in our anxiety did we cast our eyes towards the island, for it required little reflection to convince us that unless our comrades had been successful in effecting a landing, all our exertions would only tend to prolong a miserable existence for a day or two, but could in no way secure our ultimate safety; and from the boats having been lost sight of so long, and there being no indications of any of them having reached the island, the most gloomy forebodings began to be entertained, both for their fate and our own. At length, to our unexpressible joy, about four o'clock in the morning, a light was seen on shore, and soon after another, at a little distance from the first, which we conjectured was a signal of their safe arrival, and a lantern was hung out by us at the mainmast-head in answer to it.

As day broke we perceived the long-boat under sail, with the cutter in tow, coming towards us, and at length began to entertain some hope of being rescued from the perilous situation in which we had passed the last twenty-seven hours, expecting every moment to be our last. The two boats, however, could only carry 110 of our number, so that the rest had to be left to encounter similar dangers for another night or two; their only safety depending on the chance of moderate weather, and the ship holding together till then. Still with this manifest danger before them, was the disembarking party arranged, without any selfish anxiety being manifested by one portion of the soldiers to secure their safety at the expense of the others.

It may easily be supposed, notwithstanding their chance of escaping the perils of the deep, the situation of our party in the boats, of whom

the narrator was one, was by no means enviable. We had not a drop of fresh water, and, after being exhausted by the exertions of the preceding night, had to pull against a strong current a distance of upwards of fifteen miles, exposed to the burning rays of a tropical sun. It was after a day of great fatigue and suffering we landed on the Preparis about four P.M., where we received the welcome intelligence that fresh water had been found in abundance about a mile from the landing place, with which we quenched our thirst in copious libations, and ate some shell-fish which had been prepared for us by the ladies, knowing they would be acceptable after the privations we had experienced on the wreck.

About two hours after we landed a ship was seen to the eastward, standing direct for the island. Every face beamed with joy, for we now thought our relief certain. As darkness set in we collected wood, made a large fire on the top of the highest hill, and hoisted the union-jack there, to attract her notice. We lay down to sleep on the sandy beach, near high-water mark, confident that at day-light she would send her boats to rescue us. But when morning broke she was nowhere to be seen, and must have stood away from the island during the night, notwithstanding our signal.

In the course of the night the gig had landed with an officer and fourteen men from the wreck who luckily succeeded in bringing off with them some bags of rice and biscuit, which were of great service in our present famished condition.

The island of the Preparis, on which we had been cast, lies about sixty miles from the mouth of the Rangoon River, its length is about three miles, and circumference about eight; it is covered with wood and jungle, and on the south side is a sheet of fresh water, wherein we shot some ducks. At first they were very tame, but after experiencing a few shots they became wild. We also shot a few sand-larks on the beach, and saw many baboons, but as they were very large and formidable, and we had but one fowling-piece and no shot large enough to make any impression on them, we judged it prudent to let them alone. A variety of shell-fish was found by searching among the rocks; the smaller kinds were palatable, but the larger were so exceedingly coarse and oily as to sicken many of us who had been for some time without food.

Seeing that there was no prospect of relief otherwise, it was determined, so soon as all the men were taken from the wreck, and a proper set of sails could be made, to send the long-boat to Rangoon, the nearest port, for assistance. Meantime, the Commanding Officer assembled the men, encouraged them to hope for the best, to be obedient to orders, and never in any situation forget their duty and their discipline. Our supply of provisions was inspected, and we were put on the wretched allowance of half a biscuit, and half an ounce of beef or pork a-day. All shared alike, however, and we endeavoured to eke out this small pittance of food by wandering about in search of such shell-fish, and other resources, as the island afforded.

The weather still continued very moderate, and the long-boat succeeded in bringing off another party of the men from the wreck. Luckily the island lies directly in the track of vessels bound to Rangoon, or coming from the eastward to Calcutta, and we continued all tolerably cheerful in the expectation of another ship again heaving in sight, for which we kept a sharp look-out—nor were we disappointed. About eight A.M.

of the following morning, a vessel was seen to the south-east, which proved to be the *Po* from Madras. The Captain observing our signal, sent his boat to the wreck, and carried twenty-seven men on board. She continued off the island all day, but in the evening we lost sight of her; and we afterwards found that in a second attempt to bring off the sufferers from the wreck, the jolly-boat was swamped from the rush they made into it, and two men perished. The first mate, who ~~was~~ commanded her, escaped, but was left on the wreck. This accident, and the dread of being surprised by rough weather on so dangerous a lee-shore, probably induced the Captain to abandon the attempt of rescuing any more of the party, and to make the best of his way to the nearest port for further assistance. In the morning, to our great disappointment, the vessel was nowhere to be seen.

On the following day, however, a ship was seen in the offing, which we supposed to be the same, and we sent off the second-mate in the cutter, who found her to be, not the *Po*, as we supposed, but the *Prince Blucher*, bound from China to Bengal. On learning our situation, the Captain immediately stood in towards the scene of our shipwreck, and employed his boats in taking the remainder of the men from the rock, on which they had now been exposed for five days, in a situation the most perilous which can well be conceived, the waves at high water almost covering the narrow ledge on which they were crowded; and even in that moderate weather, scarce a tide passed without some of them being swept off by the current. Had the weather been boisterous, or the tide risen higher than usual, their destruction must have been certain.

During all this period they had not a morsel of food but the raw flesh of a cow which drifted to them from the wreck; and most of them, from the accident having taken place in the middle of the night, were exposed almost in a state of nudity to the burning rays of the sun. They were all much cut and bruised by being frequently dashed against the rocks, but from the fortunate precaution adopted of tying themselves to the rock whenever that was practicable, only nine men were washed away out of 110 who landed on it: the rest, in a state of great exhaustion, were carried on board the *Blucher*, where they received every kindness and attention which humanity could dictate, from Captain Wetherall, who commanded her.

Towards evening we lost sight of the ship, and from the conduct of the two other Captains we began to be uneasy lest this one also should desert us. As night came on we collected large quantities of wood, and kept a fire burning as a signal. Though the *Blucher* had been obliged, in order to keep off the island, to come to anchor hull-down, yet she fired guns during the night in answer to our signals, and cheered us with the assurance that, though unseen, she was still near us. As soon as morning dawned, she sent two boats on shore with supplies of mutton, biscuit, beer, and wine—a most acceptable present, it may be supposed, to persons in our famished state. Major M'Pherson and Doctor Brown, with the officers' ladies and children, and also some of the soldiers' wives and children, pulled off in the *Blucher's* boat at 11 A.M., and we who were left behind amused ourselves by cooking and eating the provisions sent us from the ship; and the amplitude of our meal, which was prolonged for several hours, with the joyous anticipa-

tion of getting away from the island next day, put us all in high spirits — every dismal thought fled, and all our previous sufferings and privations were forgotten.

Notwithstanding our deliverance was to all appearance so near, many of our poor fellows were doomed yet to encounter a long period of anxiety and privation. By five P.M. the *Blucher's* boats had returned. The long-boat was then loaded with sick men, women, and children; and in order that the other boats might make more rapid progress, it was arranged that the officers and men intended for embarkation should walk to the extreme point of the island, which was nearest the vessel, and be taken in there. On their arrival, however, they had the mortification to find that the ship, in consequence of having dragged her anchor and being very nearly on the rocks, had been obliged to get under weigh, and stand out from the shore. It was, consequently, not judged expedient to attempt the embarkation that night, and the boats returned to the landing place without taking us on board.

At six o'clock the next morning we saw the ship at a great distance to the eastward. The men, women, and children were again embarked in the boats, and in about an hour we started, three of the boats towing the long-boat; but as the sea was running very high, we made but little progress, particularly those in the cutter, which contained fourteen men, eight women, and nine children, under my charge. Many of the men were sickly, and could not pull, and we had but five oars. By eleven o'clock we had weathered the eastern extremity of the island, when all the other boats were able to make sail towards the ship, which made frequent tacks towards them, and picked them up; but there being no sail in the cutter, a strong wind and tide against us, and the men exhausted with pulling, we speedily drifted to leeward among the rocks and shoals, where the ship could not approach us, and our situation every hour became more critical, as the wind was rising rapidly, and the sea breaking over us so as to require constant bailing to keep the boat afloat, and there was not a drop of fresh water on board to refresh the men, who were panting and worn out by excessive exertion. The women and children, too, were in a most melancholy state, nor was it possible to keep them from drinking the salt water, though it tended rather to increase than allay their sufferings. About six o'clock we had neared the ship a little, and all of us being very much exhausted by our exertions, we hoisted a handkerchief as a signal of distress, in the hope she would send boats to our assistance; but as it unfortunately happened, she was at this time dragging her anchors, and in danger of running on the rocks, so that instead of affording assistance to us, we had the disappointment of seeing her set sail, and stand away from the shore. When she had got clear of this danger, she hove-to, and as night was fast setting in, and a heavy sea rising, we mustered all our energies to reach her—but when we had considerably lessened our distance, she was again under the necessity of making sail, and standing away from us, to avoid the rocks.

Darkness had now set in, and she was soon lost to our sight; the gale was increasing, and the sea beating over us with redoubled fury. Our signal fire was now seen burning on the island, and several of the men, in despair of reaching the vessel, and of the boat living in such a sea, proposed steering for the island in the direction of the fire;

but this I firmly opposed, knowing that as there was but one safe landing place in the island, it was by no means likely we should be able to make it in the dark, and even if we did it was only accessible when the weather was fine and the water smooth; consequently, in such a gale as then blew, it could not be attempted but with the certainty of destruction. It was therefore determined to follow the ship and keep to sea, as our only chance of safety; and fortunate it was we did so; for about eight o'clock the *Blucher* hoisted a light and sent a boat to our assistance, which soon brought us alongside, and we all got safe on board, dreadfully exhausted, as may be supposed, with pulling a heavy cutter from seven in the morning, without a drop of water or a morsel of food. All our sufferings were now, however, forgot; the humanity and attention shown by Captain Wetherall soon revived us, and the women, who, an hour or two before, had been most furious in their desire to return to the island at all hazards, were now loud in their expressions of gratitude that our original course had so fortunately been maintained.

Our dangers were not, however, as yet at an end. There were still about ninety Europeans and sixty Lascars on the island, whom Captain Wetherall was determined if possible to bring off with him, but towards midnight the gale increased, one of the long-boats astern was stove, and had to be cut adrift, and one of the Lascars perished in her. Towards morning the weather moderated, and the vessel again stood for the island; but at eight p.m. another heavy gale came on, accompanied with thunder and lightning. The ship was carried rapidly towards the breakers, and it was only by a press of sail we were enabled to clear them. In doing so, however, several of the sails were blown into ribbons; the foremast sprung, another of our boats lost, and we were obliged to cut away one of our bower-anchors, which broke loose from the lashing. The vessel was very light, and as the sea broke very heavily over her, apprehensions were entertained that she would go over on her beam ends. The Lascar seamen became terrified, and were of no earthly use, and but for the exertions of the soldiers on board she would inevitably have been lost. Owing to the damaged state of the vessel, it was not judged safe to remain any longer off so dangerous a lee-shore in such tempestuous weather, and we were therefore reluctantly compelled to give up the prospect of rescuing our comrades in misfortune, and steer directly for Bengal.

We arrived there in nine days, and immediately forwarded a dispatch to Government announcing our shipwreck, the sufferings we had undergone, and the necessity for immediate relief to those we had left behind. Lord Hastings ordered two Company's cruisers to proceed instantly to the island, to bring them off, and with proper supplies of provisions and clothing for their use. They were found, on the *thirty-sixth* day after our shipwreck, in a very weak state. Latterly there had been no shell-fish procurable, and the men were too much exhausted to search for them at low water with their usual diligence. They were desponding, too, of all hopes of relief from the apprehension that the *Blucher* had perished during the gale, and that they would be left to die of starvation. Several of them were in so exhausted a state that they expired shortly after being taken on board the cruisers, and the sudden change of diet from privation to plenty proved fatal to many others.

From the quantity of yards, masts, boxes, &c., which were found on the seashore at various parts of the island, it would appear that many ships must have been wrecked upon its dangerous coast, though probably none of the sufferers had the same good fortune as ourselves in escaping from it. In order to provide a supply of food for any who might encounter a similar misfortune, the cruisers left a few goats, geese, and fowls on the island, which may probably increase, and afford the means of sustenance to future sufferers. In remembrance of the event a pole was stuck up at the landing place, on which a bottle was fastened containing a piece of parchment with the names of the sufferers entered on the island, the date of our shipwreck, and final departure. The total number on board the Francis and Charlotte at the time of her shipwreck was as follows:—

| | |
|--|-----------|
| Officers, non-commissioned officers, soldiers, camp-followers, &c. | 390 |
| Lascars, forming the crew | 110 |
| Soldiers' wives, children, &c. | 40 |
| | <hr/> 540 |

The precise number who perished cannot be accurately stated from memory; but, considering our perilous situation, it was much fewer than might have been expected. The vessel luckily did not go to pieces till the sixth day after the wreck, when the men were all removed; had not the weather been remarkably moderate during that period she could not have held together many hours, in which case the greater number of those on board must inevitably have perished.

The following is a list of the officers and their families who were shipwrecked on this occasion—the large proportion since deceased of men who were then in the vigour of life, shows what rapid inroads the mortality of twenty years makes in a small circle of military friends, when exposed to the dangers of their profession:—Major M'Pherson, commanding; Captain M'Queen (since dead); Lieut. M'Rae; Lieut. M'Leod (since dead); Lieut. Brodie (since dead); Lieut. M'Kenzie (since dead); Lieut. M'Queen (since dead); Lieut. M'Crummen; Lieut. Smith (since dead) Assistant-Surgeon Brown (since dead); Mrs. M'Pherson; Mrs. Brown and child (since dead); Mrs. M'Queen and two children (since dead). This last-mentioned lady, though rescued in this instance, was ultimately doomed to a watery grave, having been lost with her two children in the Wemyss smack on the coast of Norfolk.

This island of Preparis had nearly occasioned the shipwreck of another corps. In 1826 the East India Company's ship *Ernaad*, having on board the 45th Foot, and a number of camp-followers, amounting in all to nearly eight hundred souls, struck on one of the outer shoals of that island, when on her way from Rangoon to Martaban, and it was only by the greatest exertions that she got off, and succeeded in reaching the neighbouring port of Amherst Town. Strange to say, Lieut. Smith, one of those who had formerly been wrecked on the island in the 78th, was then on board as Lieutenant in the 45th, and thus narrowly escaped being cast away a second time on the same island in that remote quarter of the globe.

NARRATIVE OF THE LATE SIEGE AND RELIEF OF BILBOA.

BY FREDERICK BURGESS, LATE SURGEON IN THE ARMY OF DON CARLOS.

ON the 21st October, General Villareal, having made his dispositions accordingly, moved to the vicinity of Bilbao, a spot which, notwithstanding our reverses, has proved nearly as fatal to the enemy as to ourselves. He was accompanied by twenty-one battalions; viz., five of Castille, eight of Biscay, four of Navarre, three of Alava, and one of Guipuscoa; and a train of artillery, consisting of fifteen pieces, one 36-pounder, two howitzers, one large and small mortar, three 21-pounders, three 16-pounders, and four 8-pounders. The roads presented a particularly animated scene, each peasant appearing anxious for the enterprise; and, whilst resuming a siege, which had been commenced by Zumalacarregui, under the command of one of his disciples, the movement was so popular, that all the disagreeables attending our operations—the rain falling in torrents—the mud and snow, amidst which the soldiers bivouacked, seemed rather a pleasure than a hardship to them.

The British Legion having fortified, while in Bilbao, the three mounds to the S.W. and E. of the city, and which, during our first siege, were occupied by our artillery, swept the high road and Puente Nuevo, as we advanced, which obliged us to cross the river by the bridge of Galdacano. Following the chain of mountains as far as the heights of San Domingo, which rise E.N.E. of Bilbao, 800 feet above the level of the sea—and across which runs the road to Munguia and Guernica—you come to the city of Bilbao, which lies at their foot, surrounded on three sides by these hills and the mounds above mentioned, while on the N.W. the river Ybaizabal, winding four or five miles through this small line of open country, divides the town into the old and new, having its banks beautifully cultivated, interspersed with numerous villas. At the mouth, on the right bank, is situated Portugalete, from which a bridge is thrown to connect it with the opposite shore. Higher up, on the same side, stands Desierto; still higher up, on the left, is situated Olabiaga, half-a-mile in length, midway between the mouth of the river and Bilbao; then Deust. On the 23rd, the town was closely invested on all sides, except by the river; and this omission can only be accounted for by the fact, that Villareal expected to take it by storm within the fortnight. On the 28th of October, our batteries having been erected midway between the city and the heights of San Domingo, we opened fire with such effect, that in the course of six days the Christino batteries, if not wholly silenced, had most of their guns dismounted, and only answered us at intervals, our own remaining almost uninjured from the enemy's fire. Our loss would have been altogether inconsiderable, but for the death of the young and brave Comte de Rochefoucauld, captain of artillery, who received, while pointing a gun, a bullet through his brain, and also that of a Portuguese brigadier, General Cuellho, who was cut in two by a 24-pound shot. It was at this time, that the French Legion of deserters, 600 strong, supported by three companies, I think of one of the battalions of Biscay, were ordered to assault the breach made in Campo Santo. This took place at half-past nine o'clock P. M., and had it been properly supported and better commanded, must have met with entire success. The Baron de los Vallos volunteered to lead the mento

the breach; the orders were, upon entering, to form in Campo Santo, then charging with the bayonet those who opposed their progress as far as the entrance to the city; when they were to have entered it according to the established rules. But this, I am sorry to say, was not the case; though several men succeeded, by crawling through the embrasures, in gaining a footing on Campo Santo; yet by this time, in the absence of the Baron, the men commenced firing, which speedily brought two battalions of the Christinos from the town, who, charging, bayoneted a few on the spot, the remainder retreated in disorder. This is the account given me by officers of the party, who were eye-witnesses.

In the beginning of November, Espartero appearing near Castrejuna, with fourteen battalions and two squadron of horse; Villareal, with eight battalions and eighty inferior cavalry, resolved to attack him in his position: the action lasted three hours. The Christinos, already wavering, were taken in the rear by the Conde de Casa-Eguia, with three battalions: this circumstance occasioned their precipitate flight, deserting their wounded; and many throwing away their arms they left us in entire possession of the whole of their baggage, four pieces of artillery, ammunition, &c. &c. This would, doubtlessly, have been followed up by Villareal, had not he been superseded in the siege by orders received from royal quarters, caused by intrigues so *continually carried on against Zumalacarreger's officers*, and against which Villareal had so long a time battled successfully. Finding that they had now got the better of him, from this moment he acted only on the defensive, and appeared indifferent as to the result. It is much to be regretted that this officer should not have solely considered the success of this cause, and not have allowed himself to be dispirited and discouraged by them, as evidently he did.

On the 6th of November, the Conde de Casa-Eguia resumed the siege of Bilbao, cutting the river, and completely investing it; on the 8th, the Banderas and Convento de Capuehinos fell, in which we took 330 prisoners, and two pieces of artillery. On the 10th, having effected a breach on the river-side in the Convent of St. Mames, we entered by storm, making 270 prisoners, and taking five pieces of artillery, and giving, which is our custom, though contrary to the rules of war, quarter to the privates. Here Lord Ranelagh behaved with that valour, which distinguishes men fighting from a high principle of honour: perceiving the troops fording the river, in the direction of the convent, he immediately joined them; the captain first entering was shot, and the lieutenant following him, mortally wounded. Lord Ranelagh cheered on the men, with his cap in one hand and his sword in the other, quickly mounted, supported by the brave Castellians, shouting "Viva el Rey Carlos Quinto!" "Muera la Reyna!" He is now generally known as the "Inglese valiente," for Spanish soldiers partake not always of the envious feelings of their officers, but often become strongly attached to foreigners, whose courage in the field they have witnessed.

A fortnight afterwards, San Augustin, with its lincs, situated on the N.N.W. of Bilbao, fell; after much trouble we succeeded in effecting a breach, when it was immediately stormed by three companies of Argonneses, who made the garrison, consisting of 250 men, prisoners. Here, as usual, after success, the plunder was to be bought very cheap; a French deserter from the Algerine legion, taking salt out of an earthen flower-pot, that he found in one of the corners of the convent,

discovered the lower half to be filled with golden ounces. This simpleton, pleased at his discovery, boasted of his good fortune, when, as may be supposed, he was quickly relieved of his weight by the Biscayan soldiers. Deserters from Bilbao now gave us a terrible account of their sufferings within, rice being their only food, the sentries receiving bribes, and permitting Urbanos to pass; every male inhabitant being obliged to carry arms, or to work at their parapets. Their loss, even at this time, appears to have been very great, as they were unable to relieve guard, shifting their posts only. Governor San Miguel had, during Villareal's siege, been seriously wounded, and fifty Pesceros remained only of 500. Serious disturbances also occurred between the regular troops and Urbanos, the former being inclined to capitulate, while the latter, from the circumstance of having broken their parole and again taken arms, were sure of death; the column of Espartero being clotheless, and on a ration daily of half a biscuit. At this moment, Casa-Eguia, instead of ordering an assault, called for Volunteers to storm the town; to which not a man answered: a usual sign with the Carlist soldiers that they are not satisfied with the state of things; and it must be admitted, that having been employed blockading during six weeks, the greater part encamped without shoes, and in wretched weather, tended rather to dishearten than induce them to accept the proposal of Eguia. It was here that I heard of the second surprise of Iturralde by Irribarren, whilst sleeping in the village of Sorlada, at the foot of San Gregorio in the Beruesa, together with Captain Arana, of Las Guías de Alava, and thirty soldiers. The wife and daughter of Iturralde managed to escape, and were, when I left, under arrest; for it was the general opinion of old Carlist officers, that treachery cost him the action of Allo, where he lost 1100 in prisoners, and induced him also to throw himself into the hands of Irribarren, after he had retired to Sorlada in disgrace; however, I am more disposed to attribute his first misfortune to his want of military knowledge, of which neither natural acuteness nor experience appeared to have supplied the place; as the many blunders he committed during the lifetime of Zumalacarregui, and the rash bravery he displayed, acquit him both of treachery and want of courage.

Our firing now ceased, the Christino column, during the night, crossed from Portugalete, and occupied two villages in the valley, to the north of the heights of San Domingo. Our troops, leaving ten battalions in blockade, occupied a line of six or seven miles, extending from San Domingo by Banderas, Burceña, and Castejana: two of our battalions occupied the mountains on the right of the valley, to cut off the road to Gernica; and the high road descending from San Domingo, to the valley, protected by the 1st of Castille, two 24-pounders, one howitzer, and two 16-pounders, which would, in case the enemy advanced, have completely swept them from the mountains.

Even the bridge of Derío, on the high road at the bottom of the mountain, which had been barricaded with trunks of trees, and defended by one company of Castille, parapeted, proved too great a barrier for the Christinos. The almacén, or factory of provisions, for our troops, was a musket-shot only from this bridge; and though the Christinos were but two miles distant, and might have advanced under cover of the forest, and rationed their troops with bread, meat, and wine, for two days, though starving, they had not the courage. "

I know not of anything so beautiful as the watch-fires of encamped armies, ours occupying the ridge of mountains, in a curved line—those of the Christinos in the plain, burning generally in a perfectly even line, occasionally dimmed by groups of soldiers who, half frozen, and constantly wet, sought comfort from the glowing embers. Here and there you perceived a brawny soldier, his arms piled within a short distance, lying to his full extent upon the damp sod, with the bouina covering his face, his hands turned under his head for a pillow, and his legs crossed, his neck bare, his breast exposed, one side scorched by the tremendous crackling-fire, occasionally half suffocated, while the other is benumbed with cold, and covered with the thick dew; others roasting meat or pork, with a stick for the spit, and with a sip of wine from their goat-skin refishes much. Another group, composed of officers and soldiers, joining readily in the conversation of the moment, chanting a stanza to the memory of Zumalacarregui, or their loyal song of “Viva Carlos! viva Carlos! por siempre adorado,” cheers many a wearied soldier; or an old guitar thrumming the “fandango,” to which answer the fantastic motions of twenty or thirty soldiers, with their shrill cry of “Altzer,” until fatigued, and diminishing one by one, they creep near the fires; and it is not until the drum-rolls at four o’clock A.M. that they endeavour to move their benumbed limbs. My quarters were not the worst, though, perhaps, not the most enviable. Having made friends with a Captain of the Royal Guards, and now belonging to the 3rd Provisional of Castille, he invited me to partake of a corner in the hermitage of San Domingo, which I readily accepted, compliments being unnecessary:—this building is 20 feet long by 15 broad, with dirty straw sprinkled over the bottom—the images destroyed to kindle fires, of which we had two without chimneys, the smoke proving very troublesome, and feeling very much the loss of my cloak, of which I had been a few weeks previously robbed.

Early on the morning of the 5th December, three of our battalions descended the valley with Villarreal to attack the enemy. Houses they had commenced burning two days before; and this morning early they signalized their intended departure by burning one half of their outline village. Then began their retreat, harassed on their rear by our battalions, and thanks only to their two squadrons of cavalry, which entirely saved their army. Here they formed column on the heights opposite Portugalete, and remained, the bridge having been broken by the fire of our artillery. Now it was that Villarreal should, and might probably have destroyed the column of the enemy—badly rationed, without clothes, pay, dispirited, having lost three actions, within a short period, against inferior numbers, the Christino General Castanet, wounded, unfortunately he seemed entirely to have forgotten that vigour by which he was distinguished as a General of Division under Zumalacarregui.

During the retreat of the column, this morning, 800 Christinos rallying from Begonia succeeded in driving back our advanced piquet. A cadet just arrived from Madrid, while exhorting his men to remain firm, received a bullet in his thigh, fell, and was instantly dispatched by the Christinos, who succeeded in burning six or seven houses—retreating with the loss of fifteen killed, and forty-two wounded, as I was afterwards informed by one of their deserters: our loss was two killed and seventeen wounded, of the 5th company of the 3rd Provisional of Castille. It was while here that I saw the Curate Merino, a man of

about sixty-five years, short, square-built, and combining with the aspect of the partisan, something of the cunning of the priest. He wore a pointed or Castillian hat, with Zamarra, and carrying generally in his right-hand a thick pole as tall as himself, giving rather the idea of anything than a general, although attended generally by two or three aides-de-camp. Thus he has lived for the last fifteen months, unwilling to continue the fatigues, (when not forced to them, as he was by Zumalacarrgui, who threatened to shoot him if he crossed the Ebro,) he prefers inactivity to his guerilla life. The narrative that first induced him to lay aside the surplice and assume the sword, in the war for Spanish independence, may not be uninteresting, though in my opinion no excuse is sufficient to warrant a minister of God, of any persuasion, in putting aside his duty in order to commit those terrible atrocities so common both to general and civil warfare. In the early part of the French invasion he was curate in a small village in the environs of Burgos. Some dragoons had already laid aside one or two sacks of barley, ordering him to send them to their quarters in Burgos: after some time, returning, not having received the barley, they peremptorily ordered him to carry it. This he refused, when, putting a sack on his back, they beat him as far as their quarters at Burgos. Already bearing a mortal hatred to the French, it is easy to conceive the effect of this outrage on a man of his bold and vindictive spirit. Returning home, he seized his escopeta, or fowling-piece, which up to this time he had secreted, and followed by a peasant of the village, took to the mountains. Here, the first day a squadron of dragoons were passing, he stationed himself and his man. It was not long before two stragglers, followed by another at a considerable distance, took the circuitous mountain track: they ascended slowly, singing and laughing, the Curate and his companion fired—they fell: the third dragoon, alarmed, turned his horse and fled. Then, seizing the horses and arms of their victims, they departed to collect and organize that body of men which proved so fatal to the French, and which for two years carried terror and alarm even the walls of Burgos.

On the 9th December, the Christinos having repaired the bridge of Portugalete, repassed the river at night; two o'clock on the afternoon of the 12th, they attempted to carry our position at Castragana; at five o'clock P.M. the firing ceased, the enemy appearing to retrograde; half-past seven o'clock P.M., the column advanced a second time, making a determined effort, but were severely repulsed.

During this time Lord Ranelagh endeavoured by every means in his power to persuade Don Carlos to repeal the Durango decree, and so far effected his purpose, that orders were instantly dispatched to respect the British cockade; orders being at the same time forwarded to the different commandants of battalions, not on any account to return the fire of the Saracen and Ringdove, English brigs of war, should they open fire, though up to this time they had remained neutral. It is owing to the too great forbearance of Don Carlos, in every respect, that the Carlists have lost many important positions; for by bringing three 24-pounders to bear from the hills that overhang the river, they might have completely cut off and sunk the British brigs, and not, as has been stated, from want of opportunity. The humanity with which Lord Ranelagh has acted deserves the highest praise, both for his zeal and disinterestedness in the cause of Don Carlos, as in that of his own

country; and I doubt not but that he will eventually succeed in obtaining quarters for prisoners of the Legion.

It was about this time a council of war, held in Duesto, of which Morreno was president, an order arrived from the King to the effect that we were not to assault Bilboa (which by a sudden revulsion of feeling the soldiers now demanded), but to starve the garrison out. This too considerate instruction arose from the fear that the besieged in such a case must be sacrificed to the anger growing out of the impatience of the besiegers, and the prodigious loss of life that would ensue—the reason which, after the death of Zumalacarregui, prevented Eraso from entering, and which this time was again allowed to deter us. Had Don Carlos been half that ruffian which he is reported both by Colonel Evans, and the Christinos to be, long ere this should we have been under the walls of Madrid; and all the harm which he (who is accused of cruelty) has done to his own cause has arisen from an excess of humanity—so unjust is often fame to the characters of living public men. I remember how Zumalacarregui was vituperated, but he had scarcely been dead eight months when the Christinos sang in Pamplona and Vittoria heroic chants to his memory, and speak of him to this day with a feeling that clearly indicates the high opinion they possess both of his humanity and well-earned fame.

At the beginning of the siege, the weather being exceedingly severe, and being encamped, I was attacked with violent inflammation of the eyes, and much against my will, was obliged to enter the Bergara hospital; 'tis true, the Spanish surgeons argue well, but are entirely ignorant with regard to treatment; here they bled and physicked me with "caldo," or hot-water broth, not permitting me to take one morsel of bread—the same practice adopted by Dr. Sangrado in Gil Blas—and which treatment appears to be still in high repute here: this, however, induced me to make my escape as quickly as possible, preferring the hardships of the siege, and good rations, to the "caldo" and interior of the hospital. On my return through Sornoza, I was first billeted in a house with three nuns, who had five months previously retired from the Convento de la Concepcion of Bilboa. All my powers of persuasion had no effect on my patrona, who sent her servant to change my quarters. The village being a quarter of an hour off, I seized the opportunity of paying my respects to the pretty nuns: they were in the bed-room, one unwell in bed, the other two, dressed in plain clothes, chanting orisons by her bed-side. The effect was solemn and beautiful, though I had but a moment to enjoy it, for the old lady, who, by the by, had but one eye, following close on my heels, exclaiming with much distress—"Por Dios, por Dios, Señor, no anda usted por ahí,"—for God's sake, for God's sake, Sir, don't go there. I offered my assistance to the invalid, but in return for my gratitude received an abrupt dismissal from the room. This old lady, who was a widow, could not, however, but acknowledge that she preferred the marriage state to the cloisters of a convent. After changing my billet three or four times, I succeeded at last in obtaining a bed for the night in the house of a priest, who, visiting a friend in Bilboa a few months previously, was for his Carlist opinions pelted out with stones and mud.

On the night of the 17th, the Christinos threw a strong advanced guard across the river facing Portugalete; some skirmishing took place, but led to no important result, they being under cover of their guns at

Portugalete: the weather now tolerably fine, nights excessively cold, with occasional gales. Gomez and Quilez entered Biscay at the head of 4000 and odd infantry, and 900 cavalry, having during his rapid retreat of twenty-one days from the neutral ground by Gibraltar, completely baffled the efforts of the numerous Christino columns, amounting in all to 28,000 men. He had lost 300 colts, which died on the road, and 250 men in the surprise at Villa Robledo, by Alaiz: 300 colts he left with Cabrera's division in Arragon; his artillery, with the vast quantity of church plate deposited by the Christinos in Cordova for security, he buried. Though Gomez has carried terror through the ranks of the Christinos, yet, as General of a division, in having disobeyed orders, and perverted the plan of the last campaign, and from the loud complaints of all his officers, he merits the inquiry that has been instituted.

On the 20th December I met Don Miguel Vial, whose father was some years since ambassador to London, one out of three brothers fighting for our cause: he was Aide-de-Camp to General Guibelalde, and through temerity was severely wounded; our artillerymen waving, he exhorted them to remain firm, but not succeeding, remained, match in hand, and unfortunately had his right thigh shattered—immediate amputation was necessary, which he bore with much fortitude. Two 16-pounders arrived this day from Liqueito, but returned the next.

The 21st December set in with very squally weather and heavy snow. Villareal determined to attack the enemy in their present position: they had recrossed the river with a reinforcement of 4,000 men. Goni commanded the right, Guergue the centre, and Sauz the left. Some skirmishing took place, but owing to the heavy falling and drifting of the snow directly in our faces, we were obliged to discontinue our operations. Sauz was wounded slightly while protecting one of our guns, the infantry having retreated; but with the determination of Villareal to attack them as soon as the weather cleared up—however, fate ordained otherwise. At four o'clock p.m., the enemy taking advantage of the bad weather, paddled up the river Ybaicabal in gunboats, and succeeded in possessing themselves, without our knowledge, of the bridge of Luchana, over which they immediately placed planks, the centre arch only being broken. The column passing over, they immediately took possession of our strong house, but a short distance from the bridge, which was about five o'clock p.m., and advancing, Lord Reneligh and Captain Fitzthomas, at the head of forty Biscayans, charged the enemy at the point of the bayonet, and succeeded in driving them back, though very much superior in point of numbers, to the strong house, of which we should have retaken possession, had not a Biscayno Captain, commanding the men, refused to permit them to advance further, stating that they had been placed there as a reserve. And thus, as frequently happens, through the jealousy and cowardice of a single man, Bilboa was lost; these being actually the only troops between the Christinos and Bilboa, our 24-pounder commanding the bridge of Luchana having been withdrawn the day before, for want of a single parapet to protect the men on the left flank from houses occupied by the enemy on the opposite side of the river, who annoyed us with their musketry, and removed one furlong back in a direct line.

Six o'clock, p.m.—The Christinos, through means of a gap in the causeway on their left, now ascended the mountain in single file, and thus completely turned the left flank of Villareal, who, although, re-

mained firm until half-past five o'clock, A.M., of the 25th (the 1st of Guipuscoa, 2nd Alava, and 3rd of Navarre or Riquete, four times charged and drove back at the point of the bayonet the black masses of the advancing enemy as they ascended the Banderas in close column), was finally obliged to retreat, which, owing to the surprise it occasioned, we did in a very disorderly manner. The Christinos, however, appeared so perfectly satisfied with having gained this advantage, and had suffered so severely, that they permitted us to retreat without firing a shot on our rear-guard. Our soldiers retreated more as if they had been marching to a funeral than from before a superior force and victorious enemy, muttering curses and threats. In fact, it may in justice be called a surprise; though as to where the blame is to be laid, I leave it for better judges than myself to decide. It is true that Villareal was Commander-in-Chief, and that had Eguia, who also was responsible for the position of the artillery, caused a parapet to have been raised, as before mentioned, to have protected the 24-pounder commanding the bridge of Luchana, we should long ere this have been acquainted with the interior of Bilbao. Villareal retreated to Galdacano with the principal part of the force, throwing a strong advance guard a quarter of a league from Bilbao, a piquet occupying Ponte-nuevo; Gomez retreated from Buceña to Miravalles; Morreno, with the remainder of the artillery, and three battalions, to Murgia; and though not conducted in the best order, in sufficiently good spirits to have beaten the Christinos, who had but so lately baulked them of their prey.

Our loss in this night's skirmish was 216, in killed, wounded, and missing—and including the two sieges, 987 men; that of the Christinos in the last night's action, by their own account, was upwards of 800 men; and a merchant who was present in Bilbao during the two sieges, whom I met afterwards in Bayonne, computed their loss within Bilbao, and surrounding captured forts, at 2500. Of our wounded, eighty who could not escape from the hospitals of Olabiaga became prisoners. We succeeded in saving one 13½-inch mortar, one small, two howitzers, and four pieces of smaller artillery, which passed through Murgia to Guernica early on the morning of the 25th. Fifteen pieces of artillery, including the eleven taken from the Christinos a few weeks previously, placed on the line of the Banderas, Olabiaga, Berceña, &c., and which, owing to the terrible state of the weather, we could not remove, fell into the enemy's hands, together with twenty-five artillery mules. Our rations, to the amount of 100,000, we succeeded in removing; though had we been followed briskly by the enemy, this we should have found impossible. The morning was the bleakest and most searching I ever recollect to have felt, accompanied by a N.W. wind, and four feet snow on the ground.

The following day General Villareal tendered his resignation: our troops occupying the villages surrounding Bilbao, making those Christinos prisoners who had the audacity to sally from the city, either for wood or eatables. The officer in command of the first boat at Luchana entered our lines on this day with eight men of the Royal Guard, giving a deplorable account of the column within Bilbao, without shoes, clothes, and provisions. They sacked the town upon entering, behaving like conquerors to the inhabitants, destroying their effects, and robbing their very persons: who, too late, however, regretted that they had not long since thrown open their gates, and trusted to the mercy of the Carlists.

THE DRUMSTICK CLUB ; OR, SKETCHES OF NAVAL LIFE.

No. VI.

WE are met once more ; and not a soul is absent. Mungo Lilly has added considerably to the "maammabrandoms," as he calls them, on his board ; indeed, so much so, that he has been obliged to commence a fresh series on a second piece. Handsail says that "Lilly has managed to fill up a great *deal*." But all are anxiously preparing except the Admiral, who has left his *life* in the hands of Starnboard (they have scarcely ever been asunder) ; and there cannot be a doubt but we shall have some rare memoirs. Silence reigns triumphant—the Marine officer's MSS. are in order—and, therefore, I shall proceed with the

CONTINUATION OF THE BIOGRAPHY OF BERTRAM JOILY, ESQ. R.M.

"My last chapter left me in the Governor's train, as we rode through the town to inspect the conflagrations of the night. The spectacle was most distressing : the buildings were consumed, and nothing but a heap of smoking ruins remained ; valuable articles of every description were lying broken and injured in all directions, whilst the owners, compelled to be with the militia, were unable to collect even the scattered remnants of their property, which lay at the mercy of every plunderer. Very few of the domestic negroes appeared in sight, for they feared the frowns of the Governor, who had hitherto been almost idolized by them ; and the trees still bore fearful proofs of the execution of summary retribution.

"On passing Major Herbert's, I was delighted to see the ladies on the balcony returning the salutation of Sir Edward ; and raising my hat to them, the well-remembered voice of Mrs. Herbert exclaimed—'Major, you must bring the young officer back to breakfast. I am sure his Excellency will spare him for an hour, as I long to thank him for his timely succour of last night.'

"The Governor bowed acquiescence—the ladies waved their handkerchiefs—and the cavalcade moved on. It would be rank hypocrisy for me to say that I did not feel flattered by such a mark of distinction so publicly given, and that, too, from a lady who was universally esteemed and respected. I was young and ardent—pride, mingled with a dash of vanity, swelled my breast—and I could not help looking triumphantly around at many whom I knew envied me the prospect of associating with Miss Herbert ; for white ladies in the colonies are like gold in the market—they rise in value according to their scarcity. But she was so beautiful—so exquisitely lovely—that under every circumstance, and in every place, admiration would have been the smallest homage that could be paid to her.

"We were just emerging from the precincts of the town, and had resumed the gravity of our former pace, when my attention was attracted to a lovely, quiet spot, where stood one solitary hut. It was a common negro dwelling, attached to about an acre of land, nicely cultivated. In one part was a pretty plot of guinea grass waving its silky tops in the gentle breeze ; another place showed the tall stem and broad leaf of ripening Indian corn ; there was a small piece of ground for vegetables, surrounded by the ochree bush ; and a portion was also devoted to the

plantain-tree. The whole was encompassed by a well-cut hedge of guavas, and at intervals the cocoa-nut-tree drooped its plume-like branches, whilst a neat avenue of orange-trees led to the door of the abode. A dike ran along between the road and the hedge, over which was thrown a rustic wooden bridge, with a wicket-gate at the inner foot.

"Where can old Jenny be this morning?" said an officer near me; "she must be ill, or we should have seen her out to bid good-morrow to Sir Edward. Oh, there she is, sitting down at the gate; something must have happened."

"I looked towards the gate as we advanced, and saw a negress sitting on a rough hewn log: her woolly hair perfectly white with age, offering a striking contrast to the blackness of her skin, which seemed to be wrinkling up in withering decay. Stretched along the bridge, with his head resting on her lap, was a young male negro apparently asleep. Her eyes were fixed upon his face, and she seemed to be waiting and watching for the moment when he would awaken from his slumbers. The Governor reined in his horse, and the cortége immediately halted. 'Good morning to you, Jenny,' said Sir Edward, addressing her; 'what is the matter with your son—does he want the doctor?'"

"Never shall I forget the expression of that woman's countenance as she raised her head and cast a scowling look upon us. She did not speak, but lifting the inanimate body she was supporting so as to bring it nearly erect, we at once became convinced that he was dead, whilst the remnant of a rope round his neck informed us of the manner of his death.

"'Poor creature!' said the kind-hearted Governor, approaching her; 'these are, indeed, strange times. But tell me, Jenny, how did this happen?'"

"'Dere me home,' returned the negress, in a hollow sepulchral voice, and pointing to the hut; 'home no more for we. Who derra for dig de ground, and take 'em plaantain to de market? Me boy! Who derra for make ebery ting smile like he self, and blossom like de ochree? Me boy! Who derra for bring comfort to dis heart, and bid we lib a little longer till he be freeman? Me boy! Look here, Massa Gobernor—look here for me—darra me boy now!' She then slowly resumed her former position.

"Nothing of further consequence occurred during our excursion. We attended his Excellency back to the Government House, and I then accompanied Major Herbert to his residence. Almost the first individual I observed on entering the gates was little black Peter in a state of perfect nudity swimming a new pair of handsome straw-coloured kid shoes of Miss Herbert's in the pond, which, on catching sight of the Major, he abandoned to their fate, sink or swim, and ran off to escape expected correction. The devastation caused by the fire was not so great as I had expected, the timely arrival of the seamen having arrested its progress before any very serious damage had been done; and as for the negroes who perpetrated the outrage, most of them had quietly returned to their domestic duties, as if nothing had happened.

"My reception by the ladies was most kind and flattering; but as soon as opportunity offered I went to pay a visit to the apartment of my friend the Serjeant, whom I found in a high fever, with the ruling passion strong upon him. He knew me, notwithstanding his occasional

attacks of delirium; and extending his parched and 'horny hand, he exclaimed—'Give praise to God, young gentleman, that your life's spared. Büt tell me, did you twig the brandy-bottle last night? It was too *potentate* for Quaminoo: however, his head's not the first that has sunk under a bottle of brandy. Beware of spirituous liquors, Sir. There's old Beelzebub there,' pointing to Aunt Sarah, who had been especially appointed to act as his nurse; 'I call her Sal Ammoniac.'

" 'Ky, whiarra for oo caa nie name, Massa?' exclaimed Aunt Sarah. 'Nem mind!—hab feber now: come like race-horse—go way softly.'

" 'There she is, always sermonizing,' uttered the Serjeant; 'she has been preaching to me ever since gun-fire. Come, Aunt, help me to rise. I tell you what it is, Sir,—I don't like her;' he attempted to get out of bed, but she put out her strong sinewy arm and restrained him. 'Fire and furies—you wife to a *grave-digger*—you ace of spades—you negro-ciator with death—you cousin to the devil!—slay down quickly again, and added—'it's of no manner of use; here comes three of her imps'—and Peter, Jack, and Daniel, were seen peeping in at the door.

" 'Come, Serjeant,' said I, 'be more composed, or I shall decline visiting you again. Sarah will take every care of you.'

" 'She!' ejaculated the Serjeant; 'she be d—! Do, pray, Sir, tell his Excellency that he will lose old Paterson, if that black *Mors*—which is the letteral for blackamoor—is to have her own way. Drink! water! old Coast-o'-Guinea!' She gave him a glass containing lemonade, which he put to his lips, but instantly took away again, and dashed the whole of the liquid into the old woman's face, and the acid getting into her eyes set her dancing and sputtering, to the great amusement of the Serjeant, but still more so to the three young uchiams, who screamed with delight.

" A substantial breakfast was served up—fish, flesh, and fowl, fresh and salted—eggs, and delicious fruit—excellent tea, and fine flavoured coffee—to which I did ample justice, as my ride had given me a keen appetite, which was aided by the recommendation of the Major, who informed us that we were to accompany the General out upon the plantations, in order, if possible, to meet the rebels, and to endeavour to induce them to return peaceably to their duty. The conversation was on general topics—the subject of Philip Augustus, and the *honor* he intended Miss Herbert, was not even alluded to: indeed, very little was said about the insurrection, as the Major, though a gentlemanly man, was exceedingly choleric, and the mention of it produced considerable irritation in his mind.

" Certainly I never did behold a human being more lovely than Miss Herbert. She seemed to be one of those beautiful, but evanescent creations, which the Deity at intervals permits to appear upon the earth as evidences of his power to concentrate perfection in the human race—little lower than the angels that stand before his presence, inasmuch as they must yield to the subduing hand of death. For myself, I could not have loved her as one of mortal mould: she excited a deeper, holier sentiment—a devotional feeling, unmingled with earthly passion, as created after the image of her Maker. Nor were her manners less engaging than her person: she had been well educated by her mother—her intellect was of a superior kind—her conversation manifested a most amiable

disposition—and yet I could not feel happy in her society: it reminded me too strongly of my own inferiority—I was humbled.

“Major Herbert was not a Major in the Army, but of the Colonial Militia, on the Governor's staff. He was a wealthy merchant and planter, the owner of sugar and cotton estates and six hundred negroes. Report made him a harsh master, and his slaves were guilty of greater insubordination than any others in the colony. He was, as I have before observed, a remarkably handsome man, and must have been still more so when some eighteen or twenty years younger. He had married his present lady during a visit to England, for he himself was a West Indian born. Naturally concluding that he had some family arrangements to make, I was desirous of returning alone, and arose for that purpose; but this they would not allow, lest I should be unable to find my way. On looking from the balcony, however, I observed Sam waiting for me, and therefore took my leave, after a pressing general invitation from the ladies, backed by the commands of the Major himself.

“On reaching the government-house, I found the General and his suite mounted; and in a few minutes afterwards we were in the great square, where the troops were already assembled. A long tent had been erected for the Commissioners under martial-law, and they were at that moment sitting to try some of the prisoners taken during the night. Intelligence had arrived of the negroes being at no great distance from the town; and, escorted by a troop of cavalry and a six-pounder, the Governor set forward to meet them. But the air was no longer cool: the rays of the sun came piercingly down like burning arrows; the heat was almost insupportable, and there were no trees by the wayside to screen us from its scorching influence, whilst the mosquitoes in myriads fixed upon both horses and riders, and gorged themselves with blood; one poor animal, a grey, was striped with red, by the blood running down his sides and flanks from the bites of these horrible pests. Still the scenery was rich and delightful to me, not only on account of its novelty, but also for its real beauty. Nothing can surpass the verdure of the young sugar-cane—its bright green is unmatched by any other production of the earth, and here it was in its most luxuriant growth.

“After about an hour's gentle ride we came to a spot exquisitely rural and picturesque: a lofty rustic wooden bridge, painted white, was thrown across a piece of water, which formed a reservoir for an adjacent canal. A cascade, overhung with foliage, came tumbling down from an eminence about twenty feet high, and its spray, scattered on either side, gave a pleasing freshness to the trees. Our approach to the bridge was beneath a natural alcove, formed of drooping branches, something resembling the willow, but enriched with bright crimson blossom, interspersed with orange-trees, whose pretty flower yielded the most fragrant smell, and whose fruit looked temptingly delicious to the eye. The road was narrow, and flanked on each side by a broad dike, that bounded a cane plantation on the right and a thick lofty bush on the left, that extended down to the sea, about a quarter of a mile distant. The confined nature of our route rendered it necessary for the cavalcade to lessen its front, and Sir Edward quickened the motion of his animal to take the lead in crossing the bridge; but he had scarcely reached the summit when a shot was fired from the opposite bank of the canal, but

which happily missed him. Without waiting an instant he dashed down the steep descent, his suite following as rapidly as circumstances and the nature of the passage would admit.

"On my reaching the apex of the bridge (for it was not arched, but angular), I saw his Excellency quietly sitting his horse on the canal bank, and exposed to the gaze of about ten thousand negroes, many of them with fire-arms, and the principal portion of the body determined on mischief. Yet such was their awe at the presence and boldness of the Governor, that not one amongst them attempted to take advantage of his dangerous situation. His chief Aide-de-camp became immediately sensible of his hazard, for a well-pointed musket must have been certain death to him; and this would most probably have been carried into fatal execution but for his own presence of mind. The Aide-de-camp called upon us to advance, which would have had the effect of alarming the revoltors, and bringing them to immediate action, but the loud voice of the General prevailed over every other sound, as he commanded us to "halt," and he was instantly obeyed. I felt highly excited by the spectacle—the negroes were crouching down under cover of the canal bank, so as to be entirely concealed from observation, till we reached the top of the bridge—behind them was a cotton plantation, the white bulbs opening to the sun, and looking pleasantly cool amongst the green leaves and yellow flowers, and a row of gigantic cabbage-trees waved their plume-like branches above their heads. The whole of our party were entirely at their mercy, but more especially the General, for there were not less than a hundred muskets within a very few feet of his position.

"Where is your leader?" exclaimed he, 'let him come forward here, and state his complaints.'

"There was a universal hum among the negroes, but no one singled himself out from the rest, nor was any direct answer returned. The moment was extremely critical, for it was to be feared that when the first impulse had passed away from their minds, they would commence deadly hostilities; and either to retreat or to advance would only hasten the catastrophe. I looked for the rest of the Governor's suite (for some had recrossed the bridge) to make their appearance, bringing up the field-piece and the cavalry; but not a single individual came in sight, and we seemed to be deserted to our fate.

"Misguided men," shouted his Excellency to the negroes, 'once more I command your leaders to appear before me, and say what it is that you want. If you have just grounds for complaint, I will see that you have redress—but do not think that I fear you—my troops are close at hand, and could destroy you at one blow. Save your lives, then,'—he raised his voice still higher—'throw down your arms and return to your masters.'

"At first a few individuals shouted in defiance, but as the sound ascended in the air it rolled along through the whole body, till it became one universal yell.

"Be ready, gentlemen," said Captain Grant, the chief Aide-de-camp, 'those fellows mean to make a dash at his Excellency, and come what may, we must push forward to his support. I do not see Somers or Pearce amongst us, but I really hope that excellent fellow, Somers, has acted upon his usual quickness of perception. Be ready, gentlemen, and be firm.'

"The shout of the negroes died away, and for a few moments the most sullen stillness prevailed.

"'Once more,' cried the General, 'I demand that your leaders come forward like men. I, your Governor, your father, demand it.'

"What had kept the negroes from firing was a mystery to me, as I was unacquainted with the powerful influence which a white man possesses over them by his presence, and the fear of being haunted by his spirit, should they be instrumental in putting one to death. Still they manifested no symptoms of retiring, but rather, on the contrary, seemed conscious of their own numerical strength. At length several individuals who had feathers in their hats, and wore a sort of coloured sash round their waist, assembled together in their centre, and, after some consultation, advanced towards the Governor.

"'Now, gentlemen, have your eyes smart about you,' said Captain Grant; 'and,' looking round he fixed his sight on me, 'do you, young Sir, ride down to his Excellency, and tell him I have every reason to believe that the ~~17th~~ corps have possession of the bush on their right, and the ~~17th~~ are posted in the cane patch on their left, near to yon bridge up the canal. Somers, with the cavalry, has also made a circuit for the same bridge, and the six-pounder will show its muzzle in a very few minutes from that quarter. Can you recollect all that.' I assured him I could. 'Very well, then,' he added, 'walk your horse leisurely, so as not to excite suspicion. Tell his Excellency to ride down the bank to the canal brink—but there it is of no use to tell him to get out of danger. Be wary, young Sir, and execute your commission well.'

"The negroes, assuming a bold demeanour, continued to approach the spot where his Excellency was stationed; and, as they saw none but the little knot of his suite to oppose them, they cherished the hope that he was otherwise unsupported, and, therefore, could behave as insolent as they pleased.

"I separated myself from the group, and was carelessly walking my horse towards Sir Edward, as desired, when the advancing negroes halted and conferred together. It was evident I had become an object of suspicion, but deeming it best to proceed, I slowly pursued my way. From the first moment of commanding his suite to halt, the General had never again turned his head towards us, his eye being keenly intent on the motions of the slaves: it was therefore with some surprise that he found me by his side, and the negroes seeing no other movement resumed their advance. I faithfully delivered the message intrusted to me (which his Excellency listened to, without seeming to notice), and then retired a few paces behind him. The feathered negroes again stopped and consulted together, and, after a few minutes, one of them waved his hand.

"'Ride forward, young gentleman,' said his Excellency, without turning his head, 'and see what those rascals want.'

"I immediately obeyed, and was about to spur my animal into quicker motion, but Sir Edward's voice restrained my impetuosity.

"'Take your time, Sir, those fellows must not suppose that you are in a hurry.'

"I must own that I felt something of the awkwardness of the situation in which I was about to place myself, but still it was the post of honour, and, mustering all my resolution, I was soon in the midst of the leaders of the revolt.

“ ‘Ky,’ exclaimed one, ‘da piccaninny buckra come for peaka we men,’ and he strutted about, giving nie a look which I suppose he meant for disdain.

“ ‘Nerm mind, Caaptin Dabid,’ said another, ‘wharra for you make hubub you fool for we; da buckra sabby tell de tute, dew him young.’

“ ‘Nerm mind yoursef, Caaptin Habacock,’ returned the other, angrily, ‘wharra for him Goberner no come hesef for peaka we. See him tan tiff dere top o de dam, and he defy de army ob de libe-
Garamity.’

“ ‘Tan—tan, littlec bit, gentlemen,’ uttered a third, soothingly, ‘we officer for de army ob liberate, and de young buckra officer wait for we command.’

“ ‘And what are your commands, gentlemen?’ inquired I, laying a suitable stress upon the last word, that seemed to tickle them mightily. ‘His Excellency has sent me to receive your wishes.’

“ At this moment a fourth negro came up from the main body of the deputation, and the others immediately made way for him. He was, as I afterwards understood, considered a great scholar by his sable brethren. He had learned to read and write, but his principal study for some time past had been a folio dictionary, the words of which he had culled so as to astonish his fellow-slaves; and as he was also a preacher, he had frequent opportunities of thundering forth syllables without end. Now, as various meanings are applied to the same word in English, he had contrived to jumble them so together as to set all translation at defiance.

“ ‘Ky. Saar,’ said he, ‘you come da messenger from him Emmence, him Protuberance, dere whom dey caa de Admiration, or de Excellent! No?’

“ ‘You mean his Excellency the Governor,’ replied I: ‘yes, I am here at your own request, and wait to know what it is you want.’

“ He lifted himself up on his toes, and raising his eyes to the sky, answered,—‘Freedom for we! Go, tell him dignity, de nigger hab de concupiscence for freedom! Hearee?’

“ ‘Yes, I hear you,’ replied I, scarce able to refrain from smiling, ‘and shall faithfully deliver your message. But I think—’

“ ‘Chaw! no tink, for we,’ exclaimed he, contemptuously. ‘Go, Saar, tell him Protuberance dat he Captain Nebercouldrazor, he Captain Habacock, he Captain Dabid, he Captain Bunmyleak, and de rest ob de Captain say we make de knock for freedom! and wait for him Goberner and him kickupage lay down deir arms an humble demsef for we. Spose dey no make de condescension, den, Saar, gib de notabyl by sign manual wid de white handkechee, and we fire directly.’

“ At this moment it struck me that I might, by persuading them to suffer his Excellency to retire and consult with his officers, give Sir Edward an opportunity to withdraw from his extremely perilous situation. This thought crossed me without thinking that it would imply something like concession or weakness on our side, which might prompt them to give us an immediate volley. ‘You cannot expect,’ said I ‘that the General will give you an immediate answer without consulting his staff: and there must be time given for that purpose.’

“ ‘Goo!’ returned the spokesman, ‘and one ob de chief Captain come to we for hostage! No?’

“ That I cannot answer for,” replied I, “ but I will acquaint his Excellency, and return with his answer.”

“ Bery well, Saar,” assented Captain Bummyleak (a corruption for Abimeleck), “ you please for take off your hat to de nigger officer! hearse!”—and the impudent fellow raised a rifle to enforce compliance. The action was observed by the black army, as well as the English officers, and Captain Grant, judging that the old villain was going to shoot me, clapped spurs to his horse, and almost like an arrow from a bow, was by the side of the rebel, with a loaded pistol levelled at his head. The act was one of desperation, and I expected to see it immediately followed by a general discharge from the whole line; but the Aide-de-camp knew his men better than I, and the promptness of his movement actually so much alarmed them, that several were seen retreating into the cotton plantation. All eyes had been fixed upon the rebel deputies, so that observation was withdrawn from the Governor and his suite, who instantly formed a junction. Captain Bummyleak dropped his rifle, but Captain Grant maintained his advantage by keeping the muzzle of his pistol at a few inches distance from the negro’s skull. Had the men fired upon him, they must have killed their leader.

“ What is it that you want?” exclaimed Captain Grant, in a voice of authority. “ Are you not rebels against your King?”

A loud shout of defiance again rolled over the heavens, and not less than a thousand muzzles were pointed directly at us. I could look down many of the muzzles; and the sensations excited by the consciousness that each contained a messenger of death, were not of the most pleasing nature. Grant saw their mischievous intention, and with the snows of a giant he grasped at old Bummyleak’s collar, and raised him directly before him to the saddle; there he sat powerless and terrified to trembling. The leaders saw that their chief must share the fate of the gallant Grant, nor were they themselves in a place of safety should their brethren fire; they therefore exhorted the revolvers to forbear as they would arrange everything to their satisfaction. Old Bummyleak raised his voice so as to be heard by nearly the whole, and commanded them to ‘ recover arms.’

“ I must own that when I beheld the rifle presented within a few feet of my body, my blood rushed back to my heart, for it was but a slight touch of the trigger, and my career would have ended; nor did the fellow require much urging to fire, though I certainly should have and did comply with his request to take off my hat. My gratitude to Captain Grant for the daring manner in which he had pushed forward to my aid almost unnerved me; and when I beheld the muzzles of the muskets all directed to one centre, I was more apprehensive for his safety than my own. But Grant sat his horse undismayed; the animal was in admirable control, and stood stock still. Old Bummyleak was a diminutive figure, but corpulent, and he seemed anything but satisfied with his situation. ‘ Speak, men!’ roared the Aide-de-camp in a voice like thunder; and then in an under tone to his captive, ‘ You d—d old rascal, if you move I’ll shoot you!’ Again raising his voice, ‘ Speak, my brave fellows!’—in an under tone, ‘ you d—d black scorpions;’ louder, ‘ If you have any wrongs they shall be redressed;’ in a half-whisper, ‘ hanging’s too good, and be d—d to you;’ loud, ‘ Here is

your gallant chief consulting with me in friendship ;' in a low tone, ' a d—d old rascal ;' loud, ' Tell him—tell me what it is you want.'

" The shout of ten thousand tongues instantly burst forth—' Freedom for we !'

" Again Grant took up his running colloquy, alternately loud and low. " There has been no law sent out from the King to make you free ;' low, ' May the devil fetch every mother's son of you ;' loud, ' You have been misled—misguided ;' low, ' I wish you were all up to your necks in a horse-pond ;' loud, ' I will take your Captain'—low, his captive, ' what's your name, you old spake ?' ' Bummyleak, Saar,' replied the disconsolate chief. ' I will take your Captain Bumblehick to the Governor, and let them palaver about it ;' low, ' and if you do not lay down your arms in less than half an hour, I'll cut you in bits small enough for a pepper-pot.'

" ' Let a massa Governor come to we,' shouted several who were apprehensive of treachery—' wherra him troops—wherra him bukra sodger ?' and there was a laugh of derision.

" Since our first arrival on the spot the negroes had formed in closer order, or rather disorder, for they were now a dense body, literally darkening the ground, but wholly undisciplined, and in disarray. Still, seeing none but the small knot of officers that formed his Excellency's suite, they considered that we should become an easy prey.

" Again the shout rose, ' Freedom for we !' and many muskets were levelled. At this moment the cavalry appeared upon the distant bridge, and the six-pounder was mounted on its summit. Old Bummyleak shook like a leaf, the negroes looked towards the spot, and many of them instantly discharged their pieces at the artillerymen, but, unaccustomed to the use of fire-arms, their aim was so bad that only one was wounded. ' The ball is opened,' exclaimed Grant : ' look to yourself, young gentleman—ride up to the Governor.' He clapped spurs to his horse, and dashing to the loftiest part of the canal bank, he waved his hat above his head ; the white feathers flashed brightly in the sun, and up from the cane patch near the bridge sprang the —th regiment, their firelocks on the present, all ready for a deadly and destructive volley. Another wave of the hat in the opposite direction, and the bush seemed teeming with life, even the very trees appeared armed against them, whilst another six-pounder showed its muzzle from the bridge we had crossed. Never shall I forget the scene that followed. The attention of the negroes was distracted both ways. ' Throw down your arms !' shouted Grant ; a scattering fire was the reply, and the gallant Captain fell from his horse dangerously wounded. Old Bummyleak found himself at liberty, and ran down towards the canal to swim across ; he had just reached the brink of the water, when a rifle-ball tumbled him over. There was a bound and a splash, and his dictionary of life was closed for ever.

" The thunder of the two pieces of artillery loaded with grape spread terror through the negro phalanx, which was completed by a discharge from the —th regiment. The black mass melted away—it was literally *saute qui peut*, or, in English, the devil take the hindmost ; wounded and dead were lying in every direction, whilst all that could use a pair of legs were putting them to the most approved method of running away as fast as possible. The rebels entered the cotton plantation, and were hid from sight, though the motion of the branches occasionally

showed their position. They kept up a running fire, which brought down several of our men ; but ultimately they took to flight, retreating to a stronger position up the coast.

"As soon as I saw Captain Grant fall I rode instantly towards the spot, and alighting, raised him gently up. 'Lay me down, boy,' said he, 'I can do no more good, and there's no use in risking another shot.' Was old Bumbledevil—what's his name—escaped?"

"He's in the canal," replied I. "His 'protuberance' will never head another rebellion—the riflemen have taken care of that."

"The old rascal," said the Captain, 'with his jaw-breaking words. But are they on the retreat?'

"They are, Sir," replied I; 'but I fear you are much hurt—can I render you any assistance?'

"Yes," returned he: 'strip off your neckerchief, screw it up into a hard ball, and place it on my breast—though a gun-shot wound generally bleeds inward; however, clap it on my breast and bind my sash tight round it.'

"I did as I was ordered, and found he had received a slanting wound in the right breast, though, as he had observed, there was but little blood, till, on his moving to pass the sash round him, it gushed out as if from a fountain.

"Is his Excellency safe?" inquired he, evidently suffering great pain; 'I thought I saw him fall.'

"At this moment Sir Edward rode up, accompanied by the staff-surgeon, and I was directed to push for the bridge occupied by Lieut. Somers, with orders to send a serjeant to the nearest plantation residence for a conveyance—poor Grant had sunk into insensibility from the loss of blood.

"Without a moment's delay I galloped off along the canal bank, delivered my orders, and was requested by Somers to accompany the serjeant, so as to insure immediate attention. Away we started, but as my companion was not mounted, I rode onwards by his directions till I came in sight of a handsome building prettily situated, but not a living creature of any description was to be seen. I entered the court-yard, alighted from my horse, and shouted, but no answer was returned; a cold sick shuddering came over my heart, the stillness was so profound. The house was lofty, the inhabited part being at least twenty feet from the ground; all the under rooms appeared to be stores. A flight of steps ascended to glass folding-doors, which were open; the windows, too, were glazed in the European fashion, and thrown up, as if the inmates were or had been enjoying the cool sea-breeze; yet not a soul was stirring to receive me or to inquire my wants. I was not then acquainted with the geography of a plantation residence, but naturally concluded that the small houses—they would be called cottages in England, and many of them with their bit of garden were tastefully arranged—were the habitations of the negroes; there might be from eighty to a hundred, but all seemed deserted. A neat building, detached from the large house, containing the apartments of the overseers and the nurse rooms, was equally destitute of any signs of human being; and the whole place had such an air of desolateness in the midst of beauty, that it diffused a heavy melancholy over my heart. Again I hallooed—my voice reverberated amongst the buildings, but still there was no reply. I walked my horse to the stable, which was empty, and

put him up there, determined to explore the house, though prudence whispered that it would be better to wait for the arrival of the serjeant. My temper and feelings were, however, too sanguine to brook delay; the solemn silence that pervaded the whole place had with it such a saddening effect upon the mind—such a harassing anticipation of something dreadful, that I could not have delayed; and rushing up the steps, I entered a sort of hall containing a billiard-table, a bagatelle-board, and couches arranged along the sides. On the left of this was a noble dining room, running through the whole depth of the building, and on the right was a smaller room used as a bed-chamber. The furniture seemed undisturbed: an elegant sideboard of glass was unmolested; but the liquor bottles and decanters were empty. At the back part of the chamber was a kitchen; but here everything was in the utmost confusion—culinary utensils had been broken to pieces; no eatables were to be seen; but in one corner was a heap of cotton and flannel stained with blood. Fancying some one might be concealed beneath, I grasped my pistol tightly in my hand, and commenced removing the layers. The crimson stains became more and more extended; and on coming near the floor the outline of a human form became distinctly visible, crouched up as if in the attitude of concealment—yet it moved not. For a minute I held my breath to listen if the sounds of respiration would reach my ears, but all was noiseless and without motion. ‘Dead, dead,’ whispered I to myself; and tearing off the covering, the corpse of a murdered white man met my horror-stricken gaze; the skull had been beaten in, and the head nearly shattered to pieces. At first I stood stupified, holding the blood-saturated cotton in my hand, and staring upon the body; then a momentary recollection of my own danger crossed my mind, and I shouted with all the strength of my lungs—why I did so I cannot explain; but the first impulse which actuated me was to shriek out ‘Murder, murder!’ The shout was answered in a hollow tone that seemed to come from the dead. Again I shouted, and again the response came fearfully on my senses like a voice from the breast of the mangled corpse.

‘Oh never shall I forget that sepulchral moan—it was not a groan, it was not a shriek, but it seemed to be a horrible acknowledgment of the truth of my surmise when the word ‘murder’ was uttered from my lips—it was the voice of blood crying from the ground. A maddening sensation of desperation riveted me to the spot, when—oh God, how dreadful was that moment!—the corpse rose gradually up, its battered and crushed head approaching towards me, and the next instant it fell prostrate at my feet, the gore and brains spattering on my white trousers. To remain an instant longer was impossible. I sprang away into the bed-chamber, paused an instant to gain wind; there were footsteps in the kitchen—my blood was boiling with sudden fever, and I plunged forward in a state bordering on insanity. Still the noise of those footsteps followed me—I heard them distinctly as I descended the flight of stairs in front, step after step, after me. Was I pursued by the dead! Such, in the hurried and irritated state of my nerves, was my apprehension. I almost flew to the stable, but still the sound of feet gained upon me; and when entering the door I felt a pair of arms thrown round my neck—they were of the colour of blood!—frenzy seized my brain, and I fell senseless to the earth.”

INLAND CRUISE OF A NAVAL OFFICER*.

I TURNED my back on dear old Plymouth and Plymouth Dock with a kind of ~~vague~~ regret—I may never more behold it! And so we part with some bore of a friend—a stick or a stone. Not that I would put so increasing and so excellent a town, so noble a naval establishment, on a par with stones or sticks. But yet it is a too evident truth that there is a sort of melancholy neglect visible about the place *naval*, that but ill comports with our position in the *naval world*, as regards the globe—as regards our neighbour, whose last “Ordonnance” holds good, and to be at sea, fully equipped, forty line-of-battle-ships, sixty frigates, &c. In one word, what I selfishly cherish in myself—selfish, is the bane of my dear country’s institutions—family and connexions. What concerns everybody—such is our perfect liberty!—is nobody’s concern. Thus our Admiralty has more the air of an Admiral’s cabin, who gives parties to his particular friends occasionally, than the stern and general diffusion of good and benefit to all the vast concerns and ramifications of our naval interests. Murray’s naval list of veterans is as nothing, (witness our late promotions!) particular people and particular interests everything. Let any man take up that little blue-covered nautical list of unfortunate nobodies, who have fought through all last war—ships and all—and ask of what possible account the great mass are held of in the active stir or consideration of what really does exist afloat, to which anybody is the least alive (down to the fiftieth clerk of the Admiralty) at this moment? But what is the Navy to the fiftieth clerk, or the first clerk? it may be said. It may be nothing at all, any more than to the second or first secretary, as far as their minds go, or any sort of influence they may possess, to better things that do so egregiously want bettering.

There is a huge inert body without any sort of regulating soul—very imposing in words and on paper, but a mere rope of sand in its operation, if one can judge by our dock-yards, our contracts, or our efficient fleet afloat! What, then, is this flitting soul that alone infuses intelligence?—(indeed inquiry, or any change for the better.) Some will say the First Lord, others, the head of the state; others again, the Premier of England, who should, with a statesman’s eye, look to the best working of all his ministers. That man is not fit to head so glorious and great a nation as we are who cannot grasp the whole, where its retail parts do not press on him, to fritter away or confine his energies; and yet every girl has heard that our First Lord of the Admiralty is too often some political friend who knows no more of the Navy, in nine cases out of ten, than the Duke of Devonshire, or M^r. Duvernay. Sir James Graham consolidated a little, a very little, and did away with a pin’s point of absurd evil and contradiction to the Service—a pin’s point compared with the abominable ills that remain. He prides himself upon this, exactly in proportion to the opposition he met with, in having it altered at all, and was obliged to leave not a few too powerful weeds standing in the half-yard of the garden he weeded.

This is no vague vapouring, signifying nothing—it signifies everything. There has hardly been one solid and good regulation on naval affairs followed or enforced, whether we look to our seamen on board or to go on board, or yet as boys and along our coasts. No specific encouragement for entering in case of war, or even now in peace—no remedy for that most disgraceful and atrocious barbarism of impressment, should there come even a *soi-disant* necessity to-morrow. And yet men who chatter about our freedom and pride as a nation, can complacently swallow this most monstrous anomaly! I am sorry to say even seamen (official) can and do defend it; but there is no preposterous absurdity and injustice and folly, one and all, that cannot be defended—the great misery is that men should have such oblique minds; minds, that no experience can teach—by such, it would seem, our legislating hangs.

Next to doing mischief in this way comes doing nothing. Of this do-nothing sort is Deptford dock-yard, after a useless expenditure (according to the deputation of yesterday only) of two millions. The idea of a parcel of tradesmen of a small town petitioning the city interests with their worships just to keep the yard from rotting—(’tis dead enough)—and to assist the vicinity a trifle! This trifling—doing and undoing—pretended and contemptible economics, in the face of such millions, which falls, invariably falls, on the real and only operating force of the various places, is the more and more irritating and disheartening the more one looks about, the more one inquires.

I must drop it for the moment to avoid too long a digression from the peaceful fields and roads of Devonshire. With us all nature smiles at least; and looking to our shores and our neglected fleet and old sailors, I must console myself as well as I can by saying, like so many others, “It will do as it is for my time;” and thus the world wags, and we rub on from year to year—“*vogue la galère*”—let us sing with those in power—let the yards dwindle—let there be jobs of all sorts and sizes—and excellent contracts (for the contractors), not so bad perhaps as in the war, when our biscuit and beef was too often hardly eatable, under a starving condition—let ships be run up with any sort of wood, like the Vernon—and let there be but one builder for Great Britain—one cannot but allow it is better to have but one than several stupid ones, and ignorant to boot; let the seamen of our isle be forced to America and on board her men-of-war, by our impress and their better pay; let there be no regulated arrangement or encouraging hand held out to our along-shore population, either to fish for the present or create a nursery of sailors for our fleets hereafter;—let all this be—what does it signify?—was it not so in the days of our greatest glory afloat? Unanswerable and most sensible retort to all my silly croakings, which I must further apologize for to wiser heads by allowing that the fit was brought on, I think, by reading a most enterprising sailor’s “adventures” over half the globe—a brave and excellent seaman, who, nevertheless, after twenty heroic actions in our service alone, never got the poor reward of a second epaulette! I allude to Lieut. Bowers. Well may poor Bowers growl in 1833 or in 1837—so able, so intrepid a seaman carries no more weight with his advice than lies in the nutshell of a poor lieutenant; who listens to Lieutenants, when the Captain or two who venture to speak out go unheeded—when no Admiral that I know of ever opens

his mouth in the way of sturdy advice or remonstrance—faith, one would think all our Admirals went for nothing.

I do not, out of extreme respect, ask after those puiſne Lords at the Board, because they are ſuppoſed to be in a ſtate of St. Stepheniſh beatitude, and becalmed in the ſeventh heaven of Almacks, where their worſhips may perhaps be ſeen in the next month of ſweet May galloping “Jim Crow,” as the Poet ſays Weippert is getting it ready for their fantastic toes. For the ſame reſpectful reaſon I do not ask after any other ſalt-water mightineſs ſuppoſed to whisper in the ear of the preſiding head of the fleet certain cabaliſtic words—No, I will imagine all theſe good people immutably mute—viſible only on the liſt to be paid off in flags at the mizen, and the “Sir” Guelphic pendant. The gratitude particular on ſuch occaſions may be well ſuppoſed to produce the moſt profound ſilence, the moſt dignified and fashionable *non-chalance*.

Ah me, that ever I was born “to chop ſticks with a wooden hatchet !” I will betake me to that nursery of pretty girls, Exeter. It is quite impoſſible to remain unmoved in the concourſe of ſweet faces met in the High-ſtreet of a Sunday afternoon—it is quite enough to upſet the whole fleſh and blood of the Britiſh fleet ! How fascinating the freſhneſs, the eloquent blood, that ſpeaks in their cheeks, which is not ſo viſible, not half, in our great metropolis, owing to midnight vigils, tapers, gas, want of exerciſe, and the ſmoke probably—but, like the Norwich girls, the *race* is handſome. Now, even in the ſhort diſtance of our counties one can trace a *race*. To this day our Briſtol women are not generally good looking ; neither is Wales very much gifted in this way, while it ſtrikes the traveller, at firſt ſight, in ſome particular towns. So on the Continent. French women are not very fine ſamples generally, ſtill there are exceptions in ſome of the provinces and departments—Normandy for inſtance. There is a beautiful *race*, too, bordering on Languedoc, at Luſarch ; while at Toulouſe and generally on the plain from ſea to ſea, they are pre-eminently plain, not to ſay ugly. So in Italy, the Tuscans have regular features, but perſons too ſhort and thickſet. The moſt beautiful in that claiſic land are thoſe of Ancona and Elba ; a few at Rome and Genoa will now and then ſtrike one as very handſome. At Naples the *race* is decidedly plain, very.

On the Continent each country has its peculiar ſtyle, and no variety ; but here with us, in dear little England, we have every ſtyle, every variety of the moſt enchanting lovelineſs females can poſſibly poſſeſs, with an expreſſion which enhances this profuſion of beauty. But back to Devonſhire, where our girls have full perſons and round faces, quite charming ; without ſtopping to conſider whether they have as much expreſſion as in the more oval faces of Norfolk and Lancaſter, &c.—perhaps not.

I find that, although I ſet out from Plymouth a page or two ago, I have not got on an inch ; but this will never do, and I humbly beg pardon. People travelling ſhould not think of anything but the ſcene before them. The day was fine, and the “Subscription” coach from Elliot’s was driven down every hill (with the wheel locked to be ſure) at a gallop. I certainly was in fear of my neck ; and the only comfort I had was in finding myſelf next to an eccentric old fellow (a ſomebody) much more nervous than myſelf. All through this country coachy

fancies that the drag being on warrants going down hill neck or nothing ; and so we did all on one side, the chances of a capsize much increased by the sliding wheel. So much for their sagacity ; and as for their mercy, they have none on their poor horses, which throughout have every symptom of being ill-fed and over-worked.

We took the lower road over Saltram bridge, through Lord Morley's estate, quarries, &c.—Ernington, on the little river Avon, a pretty village ; joining the other road, we drove down the steep narrow street of Totness quietly, per force. Of all the towns I have seen in England Totness seemed to me the most flimsily built : the houses, which might be almost touched by the outstretched hand from the roof of the coach, are of lath and plaster, the walls perhaps an inch and a half thick to all appearance. However, crooked and ugly as the place is in itself, still it looked lively enough, and some pretty faces smiled on us as we rumbled down. The Duke of Somerset has built a good solid bridge over the Dart here, and some substantial stone houses in the opposite suburb, called " Bridgetown," which has nothing in common with its neighbour of lath and plaster. Here, too, there is a large hotel and pretty garden on the river side—a sort of rival to the Totness great inn and posting-house. No doubt, what with steam-boat travellers, who come up to the bridge, and stage-coach ditto, these Bonifaces get on swimmingly. In most of the towns and villages I pass through I observe a few houses building in the suburbs as if increasing, though slowly. They tell me that all the larger towns have increased in power and population prodigiously these last twenty years. For my part, if it is so, I can only exclaim with Dominic Sampson—" Prodigious !"

How magnificent the view of Exeter and the surrounding country from the downs six miles to the west of it, on this road—not Florence from Fiesoli or the Valambrosa is at all comparable, in my humble opinion—with this difference, that at every half-mile in our landscapes new beauties arise—and every separate feature is beautiful—so, too, as you approach the things themselves—the river, the vale, villas, houses, gardens, meadows—all is delightful. Not so Italy, where, as you approach, the enchantment is destroyed by houses like barns or dilapidated palazzos, and burning roads, shut up by high stone-walls—no verdure—not a lawn, not a meadow ! except in the wood of the Casino, where the duke keeps his pheasants (down the Lung' l'Arno)—and that not fit to walk in. Indeed, the misery, I should say, of Italy (which our people rave so much about !) is its want of grass ! There is no such thing as a lawn for the poor jaded eye to repose on.

Exeter is chiefly built on a steep hill above the river, so that there is a good deal of up-and-down in it. This is moderated in some parts (High Street and North Street) by dry-bridges or viaducts. The High Street, running east and west through the town, is full of shops and bustle, particularly market days ; as it is the market ; the stands taken up for the time being on the south side, so that you can hardly make your way through a great profusion of good things. There is a grand market-building, which is very little relished by the country people, who would much rather go on sitting on the south side of their favourite old street. Here are some curious specimens of the Elizabethan and Gothic styles, giving a very pretty and picturesque air to the old parts of the town.

The northern and southern half contains the best modern houses, and are handsome streets, or rather places and squares. That of the Cathedral, with its trees, would be my choice, though the houses round are not quite so good or modern—the church itself a noble object, albeit the towers are rather prison-like and heavy.

We have heard a good deal of late of deans and chapters, and all the establishment of cathedrals—it puts me in mind of what was new to me in church service—the chanting of the vicars-choral and choristers in the choir, where they seemed to take it very easy; something in the way, I am told, they do at St. Paul's!—that is, not singing a bit more than they can help, and producing, by their paucity of numbers and voices, (only three or four present) a most poor effect—so much so (as none of the congregation seemed disposed to help them out) that I thought it would have been more respectable (and respectful) to have let it alone altogether. A very old clergyman, who could scarcely articulate (one of the establishment) then preached, but in such feeble inarticulate tones that I may safely say not one in twenty heard one word he said. I pitied this reverend pastor; for I was told he is much liked and respected; but I could not help reflecting on the most inefficient manner the whole service to God was performed. Added to this, as is our custom, the great body of the nave and aisles being shut out, and the space for sitting proportionably small, the greater number who attend very often use the exterior as a promenade; and sometimes it appears, not in the most decorous manner, as I saw a notice stuck up, signed by the bishop, begging more attention, and forbidding “loud talking, laughing, &c. &c., during service.”

All this might be thought extraordinary, were it not so easily accounted for, by the manner the crowds who come are excluded (necessarily) from the choir for want of room, so that except the organ, of course, nothing is heard, even when the preacher's voice is properly audible. This is not the first time I have had this incongruous method of disposing of the great body of our cathedrals forced on my attention, as if these hallowed precincts were intended to lie waste in this way, by shutting up the choir, and making a kind of small snuggery of it! Protestant as I am, I must say, “they order these things better in France,” where the priests make themselves heard in every part of their vast churches; but to be sure the pulpit is erected in the proper place, and there is none of this screening out.

The bishop's throne here is remarkable as a piece of old carving in wood, and reaching almost to the groined arches. The bishop himself was on a tour to the further end of his diocese, in Cornwall.

I must not quit the cathedral without confessing that one Sunday, being shut out of the choir and all participation in the service, it gave me occasion, not for the promenade, but to examine some of the few tombstones in the pavement, and monuments on the walls, &c. That of the Courtenay family is the most remarkable, bringing one back to ages and things respected through the softening mists of time. These coats-of-mail and visors of the knights which now in the glare of day would be laughed at, nay, despised, have yet a solemn bearing on them that no momentary philosophy can beat down, even if one could wish it, which I for one do not; but to more vulgar things.

Here are three great hotels—the London and New London Inns;

and Street's Clarence, in Cathedral Grove (square). The worst as to comfort, and the most expensive, I believe, is Macrom's (New London Inn), where all the mails and coaches stop at—two-thirds at least. I lodged some time (after I left it) close by, and got tired out by the incessant hurry-scurry and din, to say nothing of various bugles, horns, &c. Nothing is so wearying as thus to witness their never-ceasing arrivals and departures—coaches horsed and unhorsed night and day.

How like any other lumber travellers are packed and unpacked; and considered by coachy and guard exactly with as much interest as any other package of deal or brown paper. I do believe all this set of animals (including tavern-keepers and waiters) look on us as great fools, invented for their special convenience; and they are not far wrong!

As usual, I walked about the environs, considering various houses and gardens, villas, and thinking how they would suit, if to be had at a very moderate price. There are certainly some lovely spots, with the finest views, all the way down the river to Exmouth, and across to the left as far as Elsmere Heath, towards Sidmouth; but not a thing for sale worth having. Indeed I was told land and small estates of this kind sold very dearly, compared with their intrinsic value.

The same was said of places lower down the river at Topsham, Star-Cross, and the prettiest of these three villages, Lympstone, three miles short of Exmouth, where, too, I looked round, and thought it the least interesting of all the small channel ports. Beacon Hill looked too quiet and solitary as the chief promenade and terrace of the place—the rest of the town poor and languid enough, for a watering-place in summer! and notwithstanding Lord Rolles' appearance with his South Devon Yeoman Cavalry; come down to parade it for a week's exercise—but those yeomen came along the road by one's and two's—the rendezvous being, for the first muster, three miles farther, near his lordship's seat.

I contented myself with sketching, instead of purchasing, a Mr. Gattie's miniature temple in a small field below Beacon Hill; reclaimed from the beach and sand, and round which a furze hedge has struggled into existence—but it is too bare—too drear—and too exceedingly small—not but that were I the Coast Guard Commander, (who I saw get into his boat, cross the harbour's mouth, mount his nag, and canter along the Warren Sands towards Teignmouth,) I might think seriously of the matter.

Only two elderly maiden ladies (I think by their looks) passed me on the genteel side of Exmouth; and not relishing this forlorn aspect of things, I walked back by the river side, on to Lympstone, in company with three little ragged boys, each loaded, poor little souls, with small bags of cockles, three or four quarts in each, at twopence the quart, which, as genteel Exmouth would not take, they were trudging to a better market, at Lympstone. A cart coming along the sands met us, and there was a hope of a market for the boys. I had walked on a little—but their bags remained undiminished; as, though they came to a parley, they would only give three-halfpence, which the boys stoutly refused! and now I could not help acting the munificent with a few halfpence, to make up for their disappointment.

All along these shores girls and boys at low-water, cold or mild, paddle about bare-foot, gathering cockles. I met a girl and her mother

just after, dressed in trowsers, on the same errand, and we all walked into the pretty, secluded, neat little Lympstone together—my appearance among them, I have reason to think, creating a sensation; for I saw the baker's wife run over the way to the grocer's (and general dealer's), whose helpmate came to the door—and they exchanged notes, &c.—but I had no time to gratify their very natural curiosity, and pushed on, without stopping, to Topsham, which is certainly a most ill-paved and ill-favoured place—with a trifling trade to it—being in some sort the sea-port of Exeter.

There being water enough (at high-water) so far for small vessels—thence a canal runs up to Exeter, where a few small craft may be seen—but all outward commerce here or there is very limited and languid. A small brig was landing tea as I got on the dirty wharf, through a very dirty little street—so I flounced out of the town; and by brisk walking nearly kept up with two racing donkey-carts, cutting along for dear life with sprats for the good city. Unhappy donkeys! for these four miles, how various, how unremitting, were the efforts of both parties—the headmost conducted and banded by a great lanky gipsy-looking man—the next by two women—one of whom, getting down as she lost ground, applied sundry persuaders to Neddy—poking him in the ribs—tickling and banging alternately—looking round, half way, I espied a third candidate sprat seller, whose donkey seemed by his speed to be full-blooded, coming up hand over hand—this gave fresh energy to the efforts of the others.

Who won this sprat race I know not; but never did I see so much energy displayed. I stopped opposite the fine building, the asylum for the indigent blind, near the cavalry barracks, to look round me. In these southern suburbs there are a great many nice houses and handsome villas—but nothing enticing to be let or sold—which argues well for the possessors of real property! Besides, I should observe that the land all round is very good, and carefully farmed. Indeed the general face of the country through Somersetshire (this side of Bridgewater), by Taunton, Tiverton, &c., is all apparently rich, and in the highest state of cultivation.

On another fine day I went down the opposite side of the river, by a two-horse coach, and along the coast as far as Teignmouth. This is a very agreeable drive—passing through Powderham village (which does not do much honour to the castle on the water's side), and through Star-cross—another very small quiet place—where we had much ado to get between the houses in the main street or road. No doubt, in spite of the neglected lonely air the place wore, that the site of any one tenement was too valuable to allow the rest of the town to buy it out of the way, and widen the road a little!

But what I most lamented to see was the deserted air of the river, and the non-appearance of fishing-boats or fish; always excepting the three donkey cargoes of sprats from Topsham! No signs of active fishing or fishermen, nor passive either, and thus Exeter itself is but ill-supplied with fish. Lobsters and oysters approaching London prices! Are we a most pre-eminently maritime nation? I am told so. Why there is more bustle and boats fishing, and dredging for oysters between Staten Island and Perth Amboy, in New Jersey, than in our whole line of coast that I have looked at from Plymouth to Gravesend! It is too bad—there must be—there is a screw loose somewhere.

Coast-guard, indeed! The coast-guard makes me sick! and so it does, I doubt not, many of our brave fellows employed on it. 'Yes, for miles and miles one may walk our beach—our coast—not a soul to be met with in the shape of a sailor, except our coast-guard (mostly Irish!) walking listless to and fro. Surely it is better to let France drown us, with her burgundy and claret and *cau de vie*, than be stifled by our own nauseous gin. Better create a sturdy set of fishermen along our sea-coast, to breed brats like turtle on the beach, than keep up this idle parade of guarding, where, indeed, there is nothing to guard. Instead of seeing so many genteel languishing "watering-places," I longed to find some dirty, swarming, fishing village! We have no such thing.

Well, Dawlish is a pretty watering-place, with a brisk rivulet dashing down a nice kind of mead, bordered by neat houses full of poor H.P.'s, no doubt, and some few bilious bathers, who order their fish down from town, very likely, totally unconscious of being among the very fishes themselves, in their own element. So at Torquay, so at Teignmouth; and yet this whole country is full of Admirals, Captains, and Lieutenants, and Midshipmen, who once served in the Royal Navy of Great Britain. But they have all gone to sleep—perhaps not particularly fond of fish! for surely if they made a stir, even among themselves, good fish-markets might be got up—where now not even a fish is to be seen out of water, and hardly a boat on the waters! Fish! no, it is not fishes I talk of—(there is but one fish on this whole coast, of which anon)—no, I talk of nurseries and encouragement for seamen!

This state of things—this apathy about things remote (of our Admiralty, where the remedy should begin)—is doubly galling to any one who is aware that at Calais, Boulogne, Dieppe, Fecamp, Havre, &c., &c., their harbours swarm with fishermen, and their boats, from thirty to forty tons; while thousands of their children are breeding up sailors. The contrast is too broad, too glaring in this most vital particular, between our harbours and theirs, opposite to each other—and that, too, while we have the *sunny* and best side of the way (that is, we have the north side, and more gentle and genial, of this watery Oxford-street. As our side hereabouts, however, trends to the southward, it becomes bleak in winter; while they complain of being too hot in summer—particularly at Torquay; which, I am told, is quite an oven, and the favourite resort of summer idlers, who can bring themselves so far in search of sea-bathing, library gossip, and a quiet game at whist:—further the deponent saith not, for I do not think they muster such a thing as a theatre (that is ever open) among the whole, though each possesses an immense ball-room, from which, though there is not a great deal of capering, foreigners would be apt to believe we have changed characters with the French, and have become in our turn a nation of dancers.

The river at Teignmouth has much ado to keep its mouth open, like all our small streams in the Channel. The sand and shingle beat up and bar all our tide harbours. Here it runs round the south end of the Den, a flat green space cribbed from the sea and sand—and on which, by the way, they had just had their races, a smart race-ball winding up the gaieties: but it was all over, and things had sunk into the quietest and loneliest way imaginable, with one or two elderly gentlemen sitting on the benches on the Den, and one or two more at the library, with a couple of young ladies at one end of the bay, and a nurse and child or two winding up the cliff at the other.

There is a long cast-iron bridge above the harbour, which connects the town with the pretty large suburb of Chalton—if it is too proud to be a suburb, I beg its pardon. A sort of wedge, or gunners' quoin-shaped bluff, forms this south side of the bay and little harbour, where a very few very small craft lay at anchor, and a couple of pleasure-boats, one of which was trying to get outside.

Altogether, I like Teignmouth. Here our distinguished Admiral my Lord Exmouth lived of late years quite retired—and here he died, in a moderate-sized house on the hill-side, where his lady still resides. Below her seat Serjeant Praed has a house; and on the inner and thin end of the wedge to the south of the river Lord Clifford has an empty box, that looks very sad. I was going to cross a neglected field to look at it more closely, but a notice against trespassers made me turn about.

Looking elsewhere with my favourite idea of settling down quietly in this rural country, I could not see a single villa to let, with one exception. Stock close on the road, up the hill towards Dawlish, stands this oddest little box of a rustic fantastic cottage; but really it is too small for any sort of breathing comfort, to say not a word of the mouthfuls of dust one would have to swallow off the road, under the little Gothic windows: so I asked no questions.

It is very natural that all the desirable places should be occupied and secured on lease, so that few good things are to be found in this fugitive way. The best plan would be, were a man very determined about it (which, alas! I am not), to take lodgings for a year or so in Exeter or Dawlish, &c., and keep on the watch for deaths, or extravagance, or some other turn-ups, and then pounce on your prey!—and then the chances are, when attained, it might remain shut up like Lord C.'s, while its master was drawing in and out the clubs, and up and down Regent-street!

Adieu, then, Teignmouth; there is much for thee; and against thee, I am told, *bad water*. Got on the passing Torquay coach, and soon returned the fifteen miles to my comfortable little bow-windowed lodging in the Northern-hay terrace—where, by the bye, I nearly made myself ill indulging too freely with Devon's famous *clouted cream*, and other good things; so sure is one to suffer by cramming too much, and eating rich creams, sauces, &c.; and thus, generally speaking, we in England are blessed by rather more frugal boards than the Americans in middle life: dyspepsia is there the constant complaint, such is the over-gorging of oysters, stews, flesh, fish, and fowl, morning, noon, and night—even down to day-labourers. Eating and drinking kills ten times as many as starve in Europe. This fact is vastly consoling!

Considering the wealth of the land, the number of travellers (on the great roads), and the fine summer, I found the communication between Exeter and the small sea-coast towns I had just returned from, and those further to the eastward, very slender and ill-managed: on the Torquay road only two coaches—one an opposition set up lately, bringing the fares down to 3s.; and but one to Sidmouth, which, as it started at the pleasant hour of five o'clock, was “no go.” I had “Hobson's choice” on a bright Monday morning, when I resolved to set out and see the great *lion* of all Devonshire at Sidmouth: no less than the great—at least the only great Fish to be seen on dry land all

along our Devon shore. There was no difficulty in walking sixteen miles; so I set off with an independent stride—resolving, however, to take advantage of all lifts on the road. It happened, too, that it was fair-day at Sidmouth—and yet not a cart could I hear of or see as I went along, until I came to the turnpike-gate a mile and a half out of the town, where I caught an active dame and general dealer in crockery jogging along with a quiet sleepy nag in a lumbering tilted cart. She had already got an addition to her freight in the persons of two elderly ladies (by courtesy), who ventured to make a day of it, and swell the crowd at the renowned and wonderful “Knowle” cottage!

Passing over Elsmere Heath (where they were taking down the etceteras of a race-course, and from whence there is a glorious view of Exeter on the one hand, and down the steep valleys to Sidmouth on the other), we shuffled through the mud village, half a mile long, of Newton Poppleford, and over its pretty otter river:—down a hill and up we went, till at last we trotted gaily down pretty Sid’s Vale, and alighted in the town, which, from this early aspect, disappointed me a good deal. The fair, too, was as yet a very thin, dull affair. The town and its streets smaller and meaner than I was led to expect, for people rather cry it up as a gay and genteel watering-place. However, I soon pushed through to the best part, of course—the water side—a small bay of perhaps 500 yards in length, between two cliffs of red sandstone, which a good deal hurts the appearance of this coast. Along the level in front of the houses on the beach they have raised a kind of terrace, secured by a stone wall next the water: this is the promenade. At the north-east end, the poor little Sid—(a lively, pleasing little stream down the valley)—is fairly blocked up by the sand of the beach; over which presides the Union Jack and station-house of the coast-guard. Now and then the sea breaks in here; and has more than once flooded parts of the town.

Amidst many other sweet secluded spots, is the “Wilderness,” (I think, Mrs. Baines’s,) where the Duke of Kent died. In the square, or common of the town, are some good houses; but the whole sea face has not a very smart appearance. An attempt was made to set up a coffee and reading-room, but failed—speaking volumes, it struck me. In a word, the place languishes, and barely holds its own in the quietest, and most economical, and prudent manner, both on the side of the gentry and the townspeople, shops, &c.; and notwithstanding the encouragement and support given by Mr. Fish in showing his cottage and extraordinary collection it contains of the richest curiosities, every Monday from two to four (from July to October), to all strangers decently dressed, without exception; which is not only extremely liberal and good-natured of him to his countrymen at large, but for which I should say the town itself is deeply indebted to him. No where on earth could such a thing as this, indeed, be seen. Here, all at once, you are astonished by a wealth and luxury vying with the most gorgeous descriptions of the Arabian Nights’ splendid fictions! And where does the reader imagine all this is to be seen? In a small secluded town, up a still more secluded narrow lane in the outskirts of that town, a quarter of a mile above the church!

It is impossible to describe this most extraordinary place fully here. Suffice it to say, in a hurried manner, that the visiter approaches by the

costliest brazen cast gates (across a lawn filled with rare animals, paccas, kangaroos, Indian bulls, deer, &c.) ; within these gates all is a sort of fairy scene, in birds, bowers, flowers, fountains, statues, grottos—each of the most rare and beautiful description ; and in such profusion, that they rather crowd and interfere with each other. He now enters the cottage (with a primitive thatched roof!) of upwards of 100 feet long, surrounded by a verandah, under which are the rarest exotics, statues, fountains, &c., in profusion, as outside. Through a corridor the whole length, he gets to the great drawing-room, 100 feet long.

To give an idea of what now meets his wondering and bewildered eyes would require a volume. I can only stop to say, there are no less than seventy tables, each covered with from six to thirty specimens of the rarest workmanship of the most precious metals and stones, in ivory, woods, porcelains, of all known descriptions, in the known world ! The rarest and most costly specimens of each—some disputed and carried, they say, against the Autocrat of all the Russias ! I certainly remarked some of the finest specimens of porcelain and Dresden china vases I ever saw, and I have seen a great many fine things in a good many fine palaces. Gold singing birds with diamond eyes, feathers, &c., a flexible crocodile of the same stamp, the most costly pendules, and toys of all possible description and contrivance of the same, in gold, silver, and enamel. The windows beautifully painted ; the walls hung with costly pictures, fine glasses, &c. To see all this there was too little light : the cottage, indeed, is too much choked up with wonders and sweets ! The corridors, up stairs and down, full of statues, birds in cases, minerals ; the bed-rooms, up stairs, equally rich.

Most of these things on the tables were covered by glass cases ; and among all this you saw circulating, with their mouths open, about 70 or 100 people. I wondered nothing was thrown down and spoiled—or, worse still, carried off by swell mob ! Mr. Fish has been deservedly lucky in this risk ; though, I believe, he has not quite escaped some rascally pilfering. About a dozen men-servants superintend all this, together with his housekeeper, and two or three maid-servants—who, after all, are hardly seen or noticed in the crowd ! You go where you like—dwell as long as you please any where during the two hours—(quite long enough). I had only one hour to spare, and certainly should have been glad of another, for I could only give a general glance up stairs and down. There are two staircases ; about which they say it was to avoid ever being met by the women-servants, by its former possessor Lord le Despenser, who built it, and lived in it till his death. I think some eighteen years ago ; when Mr. Fish bought it, and has made it the wonder it is.

Now there are some over-fine people who affect to sneer at this *hobby* : “ so trifling,”—“ so brilliant”——Nonsense ! Ought we not to be very grateful for the pleasure so kindly afforded us—even though momentary ? How very few persons of better taste (as they will assume) ever do any thing whatever to please or amuse others, who live and die in their own ineffable and solitary importance, diffusing no one good around them.

They say Mr. Fish likes to hear the pleasure all this gives young people ; and though he is not seen, yet that he is not out of the house, &c. I hope so with all my heart. It would be hard to be denied such

a gratification, earned by so many years of care and pains, perhaps anxiety, in the collection—not to reckon the fortune required for its attainment. It is said it could not have cost less than 200,000*l*. One can easily believe it. Well is it worth a journey expressly from any part of England to see; most especially to the young and untravelled. For my part, I was most highly gratified; and only vexed at being obliged to leave it an hour before the time, in order, as I thought, to secure my place, which I had previously paid for by coach back to Exeter. 'This was at the London Inn (they are very fond of this name in the west country). After running breathless through the town to be in time, I found for my comfort that the coach had already gone. It had passed through before the time expected—a part of the business which they did not warn me of in the first instance, as there was no coach from the town itself.

As I had engaged to be back by seven in the evening, (now a quarter past three), I found to walk up-hill sixteen miles I must not let the grass grow under my feet. I now and then hear of men who talk of walking five miles an hour; to me it was no easy matter to clear four miles within the hour, looking at my watch at every mile-stone—and at this rate I could not afford to look over a hedge, or contemplate the view a minute as I went along. (*Mem.*—The last four miles dreadfully long of this forced march—not a thing on the road to get a lift by.)

[To be continued.]

MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED

SIR JOHN HARVEY, K.C.B., ADMIRAL OF THE BLUE.

THIS officer was the second son of the late Captain John Harvey, who commanded the Brunswick, of 74 guns, in the memorable battle of the 1st of June, 1794.

He entered the Naval Service in early life, and served, on the New foundland station, Midshipman of the Rose frigate, commanded by his uncle, the late Sir Henry Harvey, and subsequently on board other ships in various parts of the world, till promoted from the Royal George, Admiral Barrington, to the rank of Lieutenant, 3rd November, 1790. He was shortly afterwards appointed to the Shark sloop, commanded by Captain the Hon. Arthur Legge: in October, 1791, he was appointed to the Nemesis, Captain Alexander J. Ball, and actively employed on the Milford station till the beginning of 1793: in February of that year he was, by the particular request of Captain Sinclair, appointed his First Lieutenant, in the Iphigenia frigate, and sailed in March to the West Indies, under the command of Sir Allen Gardner: by the following August, the Iphigenia proceeded to Jamaica, to be under the orders of Commodore Ford: when on that station, and in company with the Penelope Captain B. S. Rowley, assisted, on the night of the 20th November, in the capture of the fine French frigate Inconstant.

In April, 1794, he was appointed by his father's friend, Commodore Ford, Fifth Lieutenant of the Europa, to take his chance of promotion: in that ship he saw much service on the coast of St. Domingo, and at the capture of Port-au-Prince. The numerous vacancies by death, from the very unhealthy state of the station, (the Iphigenia, in particular, having

lost her Captain and all her officers, with the exception of the Surgeon,) occasioned his promotion to the rank of Commander on the 5th of September, (two Captains, Roberts and Hills, having died on that day,) and appointment to *L'Actif* brig. He sailed from Jamaica on the 2nd November, under the orders of the *St. Alban's*, Captain Vashon, in company with the *Chichester*, and homeward-bound trade, when, from the exceedingly leaky condition of *L'Actif*, and the rough state of the weather, she suddenly foundered late in the evening of the 25th: with great difficulty the crew were saved by the boats of the *St. Alban's*, the evening being dark, with a heavy sea. After a tedious and tempestuous passage, and in a very distressed condition from shortness of provisions, the *St. Alban's* reached Cork, having narrowly escaped being captured by a French fleet. On his arrival in England, he found himself promoted, on the 16th December, 1794, to the rank of Post-Captain, in consequence of the distinguished conduct of his father in the battle of the 1st of June.

Captain Harvey not being successful in his repeated applications for the command of a frigate, he was, by the request of his uncle, Sir Henry Harvey, who was in command of a squadron, and whose flag was flying on board the *Prince of Wales*, £8, appointed to that ship 30th July, 1795. He shared with his uncle the anxiety attending the hazardous expedition, in the winter season, to Quiberon Bay.

Sir Henry being appointed Commander-in-Chief of the Leeward Islands, reached Barbadoes 19th June, 1796. On the 12th February, 1797, Sir Henry sailed from Martinique with the squadron, and the troops under the command of Sir Ralph Abercromby, to attack the Island of Trinidad, where they arrived by the afternoon of the 16th: on the same night the Spanish squadron, commanded by a Rear-Admiral, of four sail of the line and one frigate, were burnt by the enemy, with the exception of one ship of the line, taken possession of by the boats of the British squadron. The island surrendered to the British forces on the 18th; Captain Harvey was on this occasion selected by the Admiral to be the bearer of his dispatches, communicating the particulars of this important conquest, and arrived at the Admiralty on the 27th March.

Though urgent in his solicitations for employment, Captain Harvey did not succeed till the 24th September, 1798, when he was appointed to the command of the *Southampton*, of 32 guns, in which ship he proceeded to the West Indies; cruized successfully against the enemy in those seas, and assisted at the capture of the Danish settlements. Captain Harvey quitted the *Southampton* and returned to England, August, 1801, in command of the *Amphitrite*, and was shortly afterwards superseded by Captain F. Warren.

In July, 1804, Captain Harvey was appointed to the *Agamemnon*, of 64 guns; which ship, at the close of the year, was one of the squadron under the command of Sir John Orde, off Cadiz, on which station he captured several valuable Spanish vessels, the proceeds of which became droits of Admiralty, though the Spaniards had declared war, and Captain Harvey had orders from Sir John Orde to take, sink, burn, and destroy all Spanish vessels. On the 9th of April, 1805, the *Agamemnon*, in company with the squadron under Sir John Orde, was surprised while at anchor off Cadiz, for the purpose of refitting and victualling, by the sudden appearance of the Toulon fleet, on which occasion the *Agamemnon* was so expeditiously equipped, and prepared for action, as to elicit the following testimonial:—

"*Mem.*—The Commander-in-Chief has great pleasure in returning his thanks to Captain Harvey, for the very officer-like manner in which his new main-yard was got on board, and rigged for service.—J. Orde."

The *Agamemnon* subsequently joined the fleet under Sir Robert Calder, and on the 22nd July, off Ferrol, bore a distinguished part in the battle with, and capture of, two sail of the line, of the combined French and

Spanish fleets. On the 22nd August following, the *Agamemnon* was one of the ships under Admiral Cornwallis, when the French fleet escaped from the meditated attack on Bertheaume Bay.

In September, 1805, Captain Harvey was removed from the *Agamemnon* to the *Canada*, 74 guns, and proceeded with the outward-bound trade to the Leeward Islands, where he was actively employed till he returned to England in charge of the homeward-bound trade: the *Canada*, being in a defective state, was paid off in December, 1807.

In July, 1808, Captain Harvey was appointed to the *Leviathan*, 74 guns, and was employed a short time in the Channel; afterwards at Cadiz, and in the Mediterranean, under Lord Collingwood. The *Leviathan* was one of the squadron, under Sir George Martin, detached by Lord Collingwood in pursuit of three French ships of the line and a frigate, and succeeded in driving them on shore at Cette, two of which were burnt. Captain Harvey left the *Leviathan* in March, 1811, and took the command of the *Royal Sovereign*, 110 guns. He continued in the Mediterranean till October, 1811; then returned, in consequence of ill-health, to England, and quitted, in December following, the command of that ship.

Captain Harvey was promoted to the rank of Rear-Admiral, 4th December, 1813. He was appointed Commander-in-Chief of the Leeward Islands, and arrived, with his flag, on board the *Antelope*, 50 guns, at Barbadoes, on the 2nd March, 1816. In a violent and destructive hurricane, November, 1817, the *Antelope* was, by the Rear-Admiral's judicious arrangement, saved from being wrecked at St. Lucia, by timely proceeding to sea from that island. The Rear-Admiral returned to England and struck his flag, March, 1819. He was promoted to the rank of Vice-Admiral, 27th May, 1825, and was nominated a Knight Commander of the Most Honourable Military Order of the Bath in June, 1833; and on the 10th January, 1837, was advanced to the rank of Admiral of the Blue. He enjoyed that honour only a short time, dying the 17th February following, in the 65th year of his age, at his residence; Upper Deal.

That Sir John was a zealous officer and a good seaman, is amply testified by the highly flattering encomiums bestowed upon him by his superiors. The ships which he commanded were, on all occasions, well conducted, and kept in most efficient fighting order. His care of the public stores was such as to meet the commendation of Lord Collingwood, Sir Alexander Cochrane, and other flag officers under whom he served.

He has left a widow and one daughter, having married, in 1797, his first cousin, the only daughter of William Wyborn Bradley, Esq., of Sandwich.

MAJOR-GENERAL SIR FREDERICK PONSONBY, K.C.B.

It is with no ordinary feelings of respect and regret that we proceed to record the services, and do justice to the character, of one alike admirable as a soldier, and amiable as a man.

The Honourable Frederick Ponsonby was appointed to a Cornetcy in the 10th Dragoons in 1800; and was promoted to a Lieutenancy in that regiment on the 20th of June of the same year. On the 20th of August, 1803, he was promoted to a company, and appointed to the 60th Regiment, 3rd April, 1806. On the 25th of June, 1807, he became Major in the Army; and on the 6th of August following, obtained a Majority in the 23rd Light Dragoons.

At the Battle of Talavera, Major Ponsonby was present with this regiment, by the extraordinary charge of which, although eventually destroyed in the effort, the whole attack of the French upon the left flank of the British completely failed. The divisions of Villatte and Ruffin were in full march to accomplish this manoeuvre, when Sir A. Wellesley sent orders to General Anson's brigade (23rd Light Dragoons and 1st German Hussars) to charge the heads of these columns. They promptly obeyed

the order; but in the middle of their career they came upon the hollow bed of a rivulet which had not been before perceived. Opposite the 1st Hussars, who were the left regiment, it was impassable, and Colonel Arentschild had no alternative but to halt. Though less deep opposite to the 23rd, it was sufficiently bad to produce total disorder in scrambling through. Nevertheless, they continued to rush onward, led by Major Ponsonby, Colonel Seymour being wounded, and retained sufficient force, disordered as they were, to break through Villatte's column and penetrate to a brigade of chasseurs à cheval, who were following in support of the attack. These fresh troops, with some Polish Lancers and Westphalian Light Dragoons, overwhelmed the devoted 23rd; but it will always be remembered to the honour of that regiment, that they completely succeeded in the service on which they were employed, though, from the accident of the ground alluded to, they were so unfortunately overmatched and destroyed.

It will be in the recollection of the readers of Colonel Napier's History that General Ponsonby, in a letter to that author, corrected his account of the affair, (which correction has here been followed,) and with his usual modesty disclaimed the merit justly attributed to him for his gallantry on the occasion.

At the close of the Battle of Barrosa, in March, 1811, Colonel Ponsonby made a brilliant and well-timed attack with two squadrons of the German Legion upon the French cavalry, as they were covering the retreat of the infantry, in which he succeeded in capturing two guns, and increased the disorder of their defeat as much as could possibly be done by so small a force as that under his direction.

On the 11th of June, 1811, Major Ponsonby was promoted to the Lieutenant-Colonelcy of the 12th Light Dragoons; in the command of which corps he continued to serve in the Peninsula.

On the evening of the 10th of April, 1812, Sir S. Cotton had received intelligence that General Peyreymont's brigade of cavalry was between Villa Garcia and Usagre; and he immediately conceived a plan of cutting it off. To effect this, he moved General Anson's brigade, consisting of the 12th, 14th, and 16th, then commanded by Colonel F. Ponsonby, from Villa Franca upon Usagre, at a very early hour next day; and at the same time caused General Le Marchant's brigade to march from Los Santos upon Benvenida, to intercept Peyreymont's retreat on Llerena.

Colonel Ponsonby having commenced the action, fell back gradually before the French, as if only making a reconnoissance; and some heights skirting the Llerena road prevented them from seeing that General Le Marchant was drawing up his brigade behind that concealment ready to fall upon their flank. Meantime Colonel Ponsonby kept the enemy's attention engaged by skirmishing with his squadrons, until General Le Marchant, having gained his position, directed a charge of the 5th Dragoon Guards against their flank, through an opening in the range of hills, and the next moment Ponsonby charged them in front with such impetuosity that they gave way in disorder, and being pursued for four miles, left several officers and 128 men prisoners, besides a heavy loss in killed and wounded. The loss of the British was only fifty-six men and officers, of whom forty-five were of the 5th Dragoon Guards. The French cavalry did not rally till they gained the protection of their infantry, which had not yet left Llerena.

The judgment displayed by Colonel Ponsonby in the part allotted him in this action, which was one of the most brilliant cavalry affairs of the war, was universally acknowledged and admired.

On the 20th of July, of the same year, during the parallel movement of the two armies previous to the Battle of Salamanca, Colonel Ponsonby repeatedly charged the heads of the enemy's columns which attempted to press upon the line of march of the British, and always with decided effect.

The glorious victory of the 22nd was a fresh occasion for Colonel Ponsonby to distinguish himself; where, at the close of evening, he gallantly led a squadron of his regiment against about 450 French infantry, who attempting to resist in front of a wood at some distance behind the chain of the Arapiles, were overthrown by him after some desperate attacks. On this occasion his sword was broken close to the hilt, and his horse bore the marks of several bayonet wounds. The French infantry more than once lay down when charged, and rising up fired in a destructive manner upon the British cavalry after they had passed them.

During the whole of the retrograde movement of the Army from the Douro, near Tordesillas, up to the Battle of Salamanca, Colonel Ponsonby was constantly with the outposts, and seldom a day passed without his being more or less engaged with the enemy's advance. His penetration and ready judgment in discovering their objects, and his quickness, resource, and resolution, in defeating their endeavours, were equally remarkable.

On the retreat from Burgos, he received a wound while engaged in these arduous duties, near Monasterio, on the 13th October, which, for some time deprived the Army of services the more valuable at the time, from his being known to have accurately acquainted himself with the feature of that line of country—especially the ground about Cellada Canino, where the cavalry action took place on the 23rd of October. So highly did the Duke of Wellington value this excellent officer, that after his wound he had him brought to his own quarters, and made him travel in his carriage until sufficiently recovered to ride.

Colonel Ponsonby resumed his active duties with his regiment on the retreat near Salamanca, where the French pressed heavily upon the rear with a large force of cavalry. On this, as on all occasions, Colonel Ponsonby showed the greatest discretion in sparing his men all needless hardships, by his personal activity in examining the neighbourhood of his outposts, to ascertain what vigilance was really required, what number of pickets would suffice, and to what extent there might be security in the foraging. So well had he inculcated his knowledge of all outpost duty into the officers and men of the 12th, that during the whole war the French never surprised either post or picket of that distinguished regiment.

At the Battle of Vittoria, June 21, 1813, the light brigade did not charge till late in the day. When the line was formed after this charge, they were exposed to a galling fire of musketry, when Colonel Ponsonby, to encourage the men, was seen to walk his horse leisurely along the front of the left squadron, which was most exposed. The latest effort made for a stand by the rear-guard of French cavalry was overthrown by Colonel Ponsonby, who, choosing a favourable moment, charged them so effectually with a squadron of the 12th and 16th Light Dragoons, that he drove them in confusion upon their retreating infantry on the Pampluna road.

In the action at Tolosa, when the enemy had retired behind the stockade which formed one of the defences of the town, the gate was secured by them so strongly as to defy any assault but blowing it open with a gun. Colonel Ponsonby, the moment this was known, dashed forward with a gun under protection of his advanced squadron, and in spite of a heavy fire from the enemy, it was unlimbered, and the gate blown open in such a manner that the French instantly fled and abandoned the defences.

But even at such a desperate crisis his humanity was as conspicuous as his bravery, for in advancing to the gate of Tolosa he perceived a French officer lying on the side of the road bleeding profusely from a wound in his thigh: he immediately sent a dragoon off at a gallop to fetch the Assistant-Surgeon of his regiment, and no doubt saved the officer's life by this prompt assistance.

At the storming of St. Sebastian, August 31, 1813, Colonel Ponsonby,

who was present as a spectator, observed that the column which had the right of the attack was deviating from its proper direction for the ford of the Urumea, on which, regardless of a tremendous fire from the ramparts, he galloped up and set them right.

In 1814, June 4, Lieut.-Colonel Ponsonby became a Colonel in the Army and *Arde-de-camp* to the King.

It will no doubt be in the recollection of our readers, that in the appendix to Captain Batty's account of the battle of Waterloo there is a letter from the talented and amiable author of the "Pleasures of Memory," giving a narrative of the description he received from Colonel Ponsonby's own lips of the part he took in this great victory, and his extraordinary preservation while lying exposed on the field, and desperately wounded.

The general accuracy of that statement, and the interesting manner in which Mr. Rogers relates it, induce us here to insert as much of it as our limits will permit; for, in a deserved tribute paid to Sir F. Ponsonby in the Number of this Journal for May 1836, on the occasion of his appointment to the Colonelcy of the Royal Dragoons, we largely quoted from Mr. Rogers's letter. But it will be necessary to preface it by the following remarks to elucidate and explain what the extreme modesty of Colonel Ponsonby (observed upon by Mr. Rogers) led him to suppress, for fear of arrogating praise, which he was as reluctant to accept, as all, who knew the truth, were anxious to offer him.

In the first place, the resolution of charging the French Column, which he rather represents as taken in common with others, was exclusively his own, and formed upon no hasty or rash impulse, but the result of conviction from his experience, that if they gained more ground it would be too late to stop them. His commanding officer, General Vandeleur, having a few minutes before led the 16th Light Dragoons forward, after the charge of the Greys, Royals, and Enniskillens, the officer whom he sent to him for leave to charge, could not find him. There was not an instant to lose; he rapidly counted the French column, at which he had a peculiar facility, and rating them at about one thousand, exclaimed, "They must not be allowed to come further," and with his well-known, "Come on, 12th," dashed down the field followed by his men.

The squadron taken for Belgians by Colonel Ponsonby as he lay on the ground wounded, were no doubt French, and such was afterwards his own opinion. General Muffling, who was on this part of the field on the look-out for the arrival of the Prussians, had a full view of this charge, and was ever afterwards eager to bear his testimony to its complete effect.

We should gladly incorporate with this memoir the whole of the sketch, which has already appeared in this Journal, of Colonel Ponsonby's heroic conduct and wonderful escape at Waterloo; but our space restricts us to the following extract from Mr. Rogers's relation, which, as we have observed, embodies the description received from Colonel Ponsonby himself:—

"In the *mêlée* I was almost instantly disabled in both of my arms, losing first my sword, and then my rein, and followed by a few of my men, who were presently cut down, no quarter being asked or given, I was carried along by my horse, till, receiving a blow from a sabre, I fell senseless on my face to the ground.

"Recovering, I raised myself a little to look round, being at that time, I believe, in a condition to get up and run away, when a lancer passing by, cried out, 'Tu n'es pas mort, coquin?' and struck his lance through my back. My head dropped; the blood gushed into my mouth; a difficulty of breathing came on; and I thought all was over.

"Not long afterwards (it was then impossible to measure time, but I must have fallen in less than ten minutes after the onset) a *tirailleur* stopped to plunder me, threatening my life. I directed him to a small side-pocket, in which he found three dollars; all I had. But he continued

to threaten, and I said he might search me. This he did immediately, unloosing my stock, and tearing open my waistcoat, and leaving me in a very uneasy posture.

"But he was no sooner gone than an officer, bringing up some troops to which probably the tirailleur belonged, and happening to halt where I lay, stooped down and addressed me, saying he feared I was badly wounded. I answered, that I was, and expressed a wish to be removed into the rear. He said it was against their orders to remove even their own men; but that, if they gained the day (and he understood that the Duke of Wellington was killed, and that six of our battalions had surrendered), every attention in his power should be shown to me. I complained of thirst, and he held his brandy bottle to my lips, directing one of the soldiers to lay me straight on my side, and placed a knapsack under my head. He then passed on into the action, soon perhaps to want, though not to receive, the same assistance, and I shall never know to whose generosity I was indebted, as I believe, for my life.

"By-and-by, another tirailleur came up, a fine young man, full of ardour. He knelt down and fired over me, loading and firing many times, and conversing with me very gaily all the while: at last he ran off, saying, 'Vous serez bien aise d'apprendre que nous allons nous retirer. Bon jour, mon ami!'

"It was dusk when two squadrons of Prussian cavalry, each of them two deep, came across the valley, and passed me in full trot, lifting me from the ground, and tumbling me about cruelly. The clatter of their approach, and the apprehensions they excited, may easily be imagined. A gun taking that direction must have destroyed me.

"The battle was now at an end, or removed to a distance. The shouts and imprecations, the outcries of 'Vive l'Empereur!' the discharges of musketry and cannon were over, and the groans of the wounded all around me became every instant more and more audible. I thought the night would never end.

"Much about this time I found a soldier lying across my legs. He had probably crawled thither in his agony, and his weight, his convulsive motions, his noises, and the air issuing through a wound in his side, distressed me greatly; the last circumstance most of all, as I had a wound of the same nature myself.

"It was not a dark night, and the Prussians were wandering about to plunder. The scene in Ferdinand Count Fathom came into my mind, though no woman appeared. Several stragglers looked at me as they passed by, one after another, and at last one of them stopped to examine me. I told him as well as I was able—for I spoke German very imperfectly—that I was a British officer, and had been plundered already; he did not desist, however, and pulled me about roughly.

"An hour before midnight I saw a man in an English uniform walking towards me: he was, I suspect, on the same errand, and he came and looked me in the face. I spoke instantly, telling him who I was, and assuring him of a reward if he would remain by me. He said he belonged to the 40th, and had missed his regiment: he released me from the dying soldier, and, being unarmed, took up a sword from the ground, and stood over me as a sentinel, pacing backwards and forwards.

"Day broke, and at six o'clock in the morning some English were seen at a distance. He ran to them. A messenger being sent to Hervey, a cart came for me, and I was placed in it, and carried to the village of Waterloo, a mile and a half off, and laid in the bed from which Gordon, as I understood afterwards, had been just before carried out. I had received seven wounds. A surgeon slept in my room, and I was saved by excessive bleeding."

On the 26th August, 1820, Colonel Ponsonby exchanged to half-pay of the 22nd Dragoons; on the 29th January, 1824, was appointed Inspecting Field Officer in the Ionian Islands; became Major-General 27th May,

1825; Colonel of the 86th Regiment, 4th December, 1835; and Colonel of the Royal Dragoons, 31st March, 1836.

Were it desirable to expatiate on the career and character of an officer so universally admired and beloved, the ample testimonials and materials at our command would render the task easy. Sufficient, however, has been said to show the nature and extent of his professional services, and from the many tributes paid to his memory by personal friends, we select the following passage, forming part of a letter written by an early and intimate companion, to prove how far the individual qualities of Sir Frederick Ponsonby were calculated to endear him to his associates:—

"In former days we lived much together. I have seen him in sickness, in danger, in difficulties, in prosperity, in society, alone, with myself—I may say in every situation in which man can be placed, and I never knew his beautiful disposition vary from that perfect state in which his gentle and noble mind had fixed it. He was without guile or any of the bad passions so common to other men. He was devoid of one particle of selfishness—he was gentle as he was brave, and brave as he was gentle—he blended the two to perfection—he was a proof that modesty is the handmaid of valour—his judgment was sound, his head clear, his heart the best that ever beat—but I shall never end praising him."

We must now bring this brief chronicle to a close, and cannot better conclude it than by a faithful summary of the character of its lamented subject.

Acknowledged to be one of the brightest ornaments of the Army, no man was a more general favourite with all ranks than Sir F. Ponsonby. The honours conferred on him were not only seen without envy, but applauded by all, as the well-earned rewards of his eminent services.

To the most chivalrous bravery he united military talents of no ordinary cast, which were guided by a remarkable calmness of judgment and coolness of decision. He had carefully studied and thoroughly understood the habits and qualities of the British soldier, and so well knew how to turn that knowledge to the best advantage before the enemy, that the confidence and devotion of all who served under him were unbounded. During the period of his most active life in the field, he never neglected the acquisition of knowledge upon every subject of his profession. No lesson of experience was ever lost upon him, and it was by reasoning upon facts connected with the important scenes of the Peninsular war, in which he was himself a conspicuous actor, that he formed those sound opinions upon military matters, which rendered him as prudent in design as he was brilliant in action. In the latter years of his life he devoted much of his time to reading, and few men had a better acquaintance with historical and military subjects. His authority in matters of his profession, particularly the Cavalry service, was regarded with general respect; and it may be said with truth that, as an accomplished and distinguished officer, he was one of the greatest losses to the Army that it has for a long time been our task to record. For any one who lived with this delightful man in terms of intimate friendship to venture upon describing him in private life is a hard task. How could he hope to satisfy himself, much less those numerous and attached friends who mourn over the companion they cannot replace? To the charm of his conversation, to the manly simplicity of his sentiments, to the warmth and truth of his character, what language or expressions can do justice? In the hearts of his friends alone can a true record be made of the social qualities and manly virtues of General Ponsonby, and in those indeed that record will be deeply and indelibly engraven.

FOREIGN MISCELLANY.

CANNON FOUNDRIES.

A short time ago we gave a brief account of the foundry at Liege, in Belgium; and to this we will now add a slight reference to the other establishments of this description in Europe.

The chief cannon-foundry in Austria is in Vienna, that of Bavaria is at Augsburg, for the foundry at Munich is for casting statues and other works of the fine arts only; that of Wurtemberg is at Lounsburg, near Stuttgart; that for the Grand Duchy of Baden is at Carlsruhe, that for the Electorate of Hesse-Cassel is at Cassel; Saxony has one on a confined scale at Dresden; for Prussian-Saxony there is a foundry at Luchamer, not far from Dresden; for Prussia there is one, though by no means of the most complete description, at Berlin, a second at Glatz in Silesia, and a third at Sayn, about five miles from Coblenz, on the right bank of the Rhine, in the latter of which general as well as military castings are carried on. We are not aware that there is any foundry in the kingdom of Hanover, the cannon used being brought from England. The largest foundries in England are at Liverpool, in the vicinity of Birmingham, at Glammermoor, and at Cairon in the north of Scotland. Russia possesses five, the largest of which is at St. Petersburg, there is one also at Moscow, and one at Casan. With regard to Portugal, its only foundry was at Lisbon; but that has been abandoned, and she imports all her cannon from England. The only work of the kind in Spain is at Seville. There are two foundries in Italy, one at Turin, and the other at Naples. Holland possesses a foundry at the Hague, conducted by Maritz, a Genevese, formerly a pupil of the Paris Polytechnic School. The works at Liege, in Belgium, are, we believe, the only works where iron as well as brass cannon are cast. In France there are three foundries of brass cannon—at Douai, Toulouse, and Strasburg, and two of iron cannon—at Rucl, near Angoulême, and St. Gervais, in the south of the kingdom. In Denmark there is one foundry at Fredenswerk. —(Notes by M. A. Julien).

FRANCE.

CONGREVE ROCKETS.

The rockets which it is intended to make use of on the renewed assault upon Constantina, are of middling calibre only, but charged as heavily as the largest, and their heads are filled with an extremely combustible composition. The stand from which they are projected may be conveyed to the most difficult and inaccessible ground. On a recent trial one of these rockets was made fast to a stake with a view to ascertain the length of time it would burn, and the efficiency of the combustible substance, by near inspection. Two of these missiles were then discharged from a stand of so portable a description that a single artilleryman moved the apparatus with perfect ease from one spot to another. It was not intended to throw them a greater distance than 1500 paces, but both of them took a range of 1800, without deviating to any extent from the original line of projection. One of them penetrated the surface to a depth of seven feet, and, although completely buried in the ground, continued burning with vehemence for six or seven minutes, until the charge was entirely consumed. The effect of the other was still more intense. It struck a young oak of strong growth, split it in two, drove the upper part to a distance of about twenty paces, and then penetrated deep into the ground, where it continued burning until the charge was exhausted. Three other rockets of the like calibre, but furnished with smaller heads (*chapeaux*), were then discharged at an extremely high point of elevation. They flew to so

great a height as to be wholly lost sight of, and falling at a distance of 2000 paces, drove to an immense depth into the earth.

STEAM-BOATS.

The whole number of steam-boats is eighty-two; but the majority of them is of limited size, with a view to the navigation of the French rivers, which are in general full of shallows. Forty-four of these boats are employed in conveying passengers, seventeen in the conveyance of goods, and twenty-one in towing ships. Their power amounts altogether to that of 2863 horses, which gives an average of thirty-five to each boat. We have no official account of their tonnage, but it is not supposed to exceed 15,000 tons; so that they average about 180 tons each. Besides these boats, there are twenty-seven in the naval service—eighteen of which are afloat, six in course of building and nearly ready, and three used as towing-vessels. Of the first eighteen here mentioned, eleven have 160 horse-power, and seven have 150 and under. When the steam-boats preparing for the post-office department are on their stations, there will be fifty-four of them in the Mediterranean alone, independently of those attached especially to fleets at sea, or employed in towing.

PRUSSIA.

Some very important alterations have taken place with respect to the admission of young men into the Army, who look for subsequent promotion. Hitherto they have had a merely superficial examination to undergo with regard to their scientific attainments; they then attended the schools attached to divisions, and were afterwards examined as a preliminary to their receiving Ensigns' commissions. But according to the new regulations, they are not to be admitted at all unless they can at once pass through what was before their second grade of examination. After undergoing this, they are to enter upon active service for six months, and if their progress both in theory and practice be satisfactory, they are to receive their commissions as Ensigns. When first examined, particular inquiry will be made on the subject of their previous studies, whether at public schools or elsewhere.

CIRCASSIA:

The manly resistance which the Circassians are making to the Russian arms, induces us to avail ourselves of Platon Südow's interesting account of the countries about the Caucasus. He has been resident for years upon the spot, during which he has collected a mass of valuable intelligence—undigested, it is true, but bearing palpable evidence of its veracity. For the present we shall confine ourselves to a condensed sketch of his report on the Circassians and their native land.

This people is known by the name of the Adeches, as well as the designation commonly given them. Their territory lies between $43^{\circ} 28'$ and $45^{\circ} 25'$ northern latitude, and $37^{\circ} 10'$ and $42^{\circ} 30'$ eastern latitude: its boundaries on the north and east are Kuban, the territory of the Cossacks of the Black Sea, the Russian province of the Caucasus (Caucasia), Abchasia Minor, and the greater Kabarda. It is separated on the south and south-west from Mingrelia and the greater Abchasia by the highest chain of the Caucasus, which runs from Mount Elborus to the Black Sea, and forms the western frontier of Circassia, or "the Land of the Ardeches." On the west it is washed by the Black Sea. Its greatest length from west to east—namely, from the Uman of the Kuban to the mouth of the Burzukla—if taken in a straight line, is about 220 miles; and its greatest breadth from north to south—namely, from the redoubt of Temishbeg to the efflux of the Shagdasha into the Kuban—is about 120 miles. This extent of country forms nearly a triangle, and contains a superficies of about 25,300 square miles, about half the area of England.

It comprises the southern declivities of the main chain of the Caucasus, by the offsets of which it is intersected, and subsides into a flat towards the banks of the Kuban.

The Adeches are composed of various tribes, ten in number, whose location cannot be assigned, as they frequently change their residence; nor are they wholly distinct races, for their character and condition are ever fluctuating with the character and condition of the settlers and captives, who take up their abode with them.

The Circassians call themselves Adeches: a word implying a mountain ravine on the sea—from *ade*, a mountain ravine, and *che*, sea. This name probably arose from their formerly dwelling among the inlets and bights of the Black Sea, which are formed by the jutting out of the offsets of the Caucasian chain into that ocean. The name of Circassians (*Tshekessess*) was given them by the Nogay Tartars; in the native tongue it signifies decapitators—from *Tsherk*, to cut off, and *hes*, the head. The tribes bear the names of certain rivers or districts, or of individual founders.

The climate is exceedingly diversified, as may be expected in a country washed in one part by the sea, and in others exposed to the sun, or shaded by mountains. The plains not exposed to the sea breeze are parched by excessive heat: the thermometer here is often as high as 46° Reaumur. The several tribes of the Adeches or *Tshekesses* number, it is estimated, 272,400 souls (the author is doubtlessly alluding, according to the Russian fashion, to the male population only; for we know, on other respectable authority, that it must be upwards of 500,000, males and females together). They are composed of Nateckays, 62,000; Shapssugs, 54,000; Schans, 560; Gatukays, 120,000; Bseduks, 11,800; Abedsechs, 67,000; Tshemirgoys, 23,000; Muchoshes, 1500; Besslineys, 6500; and Nogay Tartars, of the tribes Nauros and Maussuroff, about 25,000.

The only class of society known among all these races is the military; every head of a family is obliged to cultivate his land, and to protect his own property from the enemy. There is, it is true, a sort of nobility among some of the tribes, but they are without influence or peculiar privileges. Some have *jaspre*, or *slaves*; these are not natives, but captives taken in war, or purchased.

Circassia is composed, in its southern parts, of the principal chain and offsets of the Caucasus. This mountainous region is inhabited by Besslineys, Maussuroffs, Tshemirgoys, Abedseches, and Shapssugs. The northern parts, which are edged by a bend of the Kuban, consist of plains into which the subsiding arms of that chain here and there insinuate themselves; and this is the land where the other tribes are located. A considerable portion of the country is engrossed by forests. The acclivities, glens, plains, and river banks, are embellished with cypresses of the growth of centuries, palm-trees, plantains, maples, elms, firs, alders, poplars, and other trees. The excellence and abundance of the timber, and its proximity to the coast, render it the principal native resource of Circassia, and in the hands of a civilized people would be turned to many a valuable account.

A number of rivers and mountain streams flow down from the Caucasian mountains and irrigate the land. The leading ones are the Atakum, which falls into the Sea of Asoph; the Ubin, Karakuban or Aphibs, *Sa*, *Pshaga*, *Shagdsha*, *Laba*, *Urny*, Great *Selentshuk*, Little *Selentshuk*, *Schiache*, and *Suebse*, which have their efflux in the Kuban. The courses of all these rivers are between steep banks of rock, and they have a rapid current. The whole left bank of the Kuban, extending from the point at which the Great *Selentshuk* falls into the Kuban down to the sea-coast, is lined with extensive, fertile, and picturesque valleys, studded with small forests, as if nature had designed them for the express purpose of enhancing the beauty of the scenery. The right bank, which is in the hands of the Russians, is as wild, desolate, sandy, naked, woodless a scene as the

mind can conceive. The northern as well as eastern districts of Circassia have a rich, well watered soil, which wants nothing but human industry to render it highly productive. At present a large portion of it is overgrown with wild herbs, and converted to no use but pasturing the herds of the mountain tribes.

In former times, the Circassians were governed by despotic princes; but ever since the revolution of 1769, the government has devolved upon a Council of Ancients. There is a council of this description in every subdivision of the land: but their deliberations must be confirmed by the general assemblies of the people, which frequently overrule the decisions of these councils. This state of things gives rise to perpetual bickerings, animosity, and deadly hatred between the tribes.

GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

MR. EDITOR,—I beg your insertion of the following Address on

THE CONSOLIDATION AND ANNUAL GENERAL REGISTRY OF THE YACHT CLUBS OF GREAT BRITAIN AND IRELAND.

My Lords and Gentlemen of the Yacht Clubs of the United Kingdom,—It is generally admitted that your independent and wealthy establishments conduce to promote the maritime interests of the empire. I may hazard this assertion from the patronage which has been conferred upon you, the high and distinguished names enrolled amongst you who contribute largely, but who do not participate in your amusements, and the public excitement you create. A taste is inspired for nautical affairs by the example of our aristocracy. Until yachts were in fashion their amusements ran in other channels. Competition is already created amongst you; private fortune is made subservient to national interests; and an honourable and scientific rivalry has commenced with the Admiralty itself. The *Water-Witch* attracted the attention of that Board, and has been purchased for the National Service. The sailing qualities and peculiar construction of the "*Paddy from Cork*," built upon the plan of her proprietor, Mr. Caulfield Beamish, of that city, were also the subject of official investigation.

I conceive that as a body you are still in your infancy; comparatively speaking you are but a fashion; the import of the word is change. A taste, an art, or a sport, requires more judicious management than the superficial inflame to become fixed and national; but when once rooted in a British soil, is most difficult to eradicate. You have a wide field both of amusement and utility before you, but you want method and combination.

By placing yourselves in a conspicuous light before the world you add to your dignity. Moreover, you open a road to talent, and circulate large sums amongst ingenious and industrious classes, whose means of subsistence have been diminished by the reduction of our naval establishments. Other advantages, and they are not unimportant, will ensue. You are social in your intercourse, in your general and respective rendezvous; but you are not known to each other as you should be. Dispersed, and without a rallying point, you cannot act on an uniform system or principle which would give you force and efficacy, and which would consolidate your interests and secure your permanency. Without union you cannot co-operate, and your stability is necessarily more uncertain, and your extensive and consequent utility more contracted.

My name is already identified with an important branch of the public service in Ireland. I can speak from sad experience of this want of union and co-operation in bodies dispersed like yourselves, but whose honour and interests were interwoven with a system, which, as individuals, they were most solicitous to adopt. It was of that nature or fabric that it must have been taken as a whole and not a part.

You may advance step by step, and for the present confine yourselves to the registry. I trust it will be conceded that if the names, residences, and post-towns of all members appeared annually in this periodical, the reference would be convenient to the clubs and to that large portion of the British public who crowd to witness and to enjoy your sports. You print lists already, and you may continue the practice. Their circulation is insulated and confined: that of the United Service Journal is universal. The reference will be general, and that fraternity which exists in summer on the water may be more or less resumed in winter on land. It is the same cause which attaches value to the Navy and Army Lists.

In following up a system I have ever found convenience and advantage to result. Men of the world are aware of the stimulus of notoriety. Many, actuated by that influence, may be induced to subscribe when their names will be enrolled in juxtaposition with the aristocracy of Great Britain. Is not this the world? If you be prudent and wise, this can be turned to good and legitimate account. It will increase your funds; therefore if it be your intention to assent, in transmitting the returns for publication, omit the names of defaulters. I have had experience of clubs. Those stood their ground best who adhered to the rules, especially in this particular. The funds and members augmented in that and in the ratio of their exclusiveness. This salutary regulation could not be complied with this year; but I trust corresponding committees will be provided for at your next annual meetings. That is all that is necessary to be done. It rests with you to select men of judgment and activity, and all is accomplished.

Afford any statistical information you wish to communicate, such as the amount of your subscriptions annually, the increasing number of yachts since your first establishment; your prizes, the results of your matches &c. &c.; you may hereafter derive benefit from their publicity. If it be perceived that your establishments are on the rise, that you display or advance talent which must promote the good of the Navy, regular prizes may be granted by Parliament to the "breed" of yachts which our kings have given to improve that of horses. That the Royal plates have had that effect will not be contested. Some there are who would run down races, who, nevertheless, ride behind superb carriage horses. Our King stepped from the victorious deck of a British man-of-war to the throne. With such prepossessions he must be well inclined to patronize and aid your institution; but his Majesty and the public must be more firmly convinced that you are solicitous to improve the Naval Service, which they may conceive will be proved by a cordial union the best calculated to enlarge the sphere of your utility.

The Editor of this Journal acquaints in the advantages here pointed out; and perhaps you will avail yourselves of his liberal offer of having the names and owners of all the yachts appear simultaneously with those of the members.

I shall hereafter devote my attention to the distinguishing flags. They should be simple, conspicuous at a distance, and of easy reference. The want of arrangement is evident in some of your books. In general or respective rendezvous a landsman should at once ascertain the club to which a vessel, with its owner, belongs; I mean, when the owner himself

* This has reference to a new and uniform system of grand jury accounts planned and proposed by the writer.

wishes to be known. He may hoist the private signals of the club, which should remain inviolate.

It is necessary that you should all speak a common language. Possibly I may be in some degree competent to the distinguishing flags, which, of course, may be superseded hereafter by the superior suggestions of this periodical. But a general code of signals is entirely out of my latitude, not being conversant with the vocabulary suited to the wants of a yacht, on which I presume it should be based, but which must materially differ from the language of a man of war. Both these tasks may be safely confided to the contributors of this Professional organ. You will be guided, not by me, but by the most experienced advice, which you must be aware that this Journal is most able and, to my knowledge, most willing to afford.

A record should exist of former owners of the yachts and of the prizes won. How this can be given, without intruding too much on this Journal, I am not yet prepared to say. But the successful builders should be noted. Some are more ambitious of fame than of fortune. That motive would tend to improve naval architecture, even in the merchant's service. They will be under your patronage, and you and the public will know where to find them. Attention to minute details perfects the arts.

Be accurate in the tonnage, by which matches are regulated. The United Service Journal should be received in evidence. I have known contentions arise in the adjudication of prizes in the absence of this proof. It is no time to send for it in the midst of amusement. By precision and foresight altercation is avoided.

As to precedence, in the publication of the lists, it is submitted that the Royals should take it from the dates of their creation, and that the rest of the clubs should follow after, in the order of their first establishment. Allusions to other matters will appear in the subsequent numbers, on which the sense of the clubs can be taken.

It would be superfluous to urge the advantage of the lists appearing simultaneously, if possible, in this Journal, with the prizes for the ensuing season, and any other information likely to facilitate your objects and intercourse. By availing yourselves of this medium, the Yacht Club Service List may be in your hands, and before the British public, ere the season commences.

Such, my Lords and Gentlemen, is the outline of a consolidation, likely, if I mistake not, to benefit your Establishment.

In justice to the Editor I must state, and I alone can allude to it with propriety, that he views the Yacht Clubs as national, and tending to highly useful and important purposes.

As an Officer of the old Army now known to you, I trust, under favourable auspices, I bid you adieu for the present, with sincere wishes for your prosperity.

JEFFRIES KINGSLEY,

London, March 17, 1837.

Lieutenant, half-pay 3rd Dragoons.

* * We have merely to add to the foregoing, that entertaining, as we do, a strong opinion as to the national benefits derivable from the maintenance and extension of Yacht Clubs, which, at the same time, furnish a source of manly, salubrious, and truly British recreation, we shall be happy to devote such space as we can spare, to the records and transactions of a Naval Association which claims so close a kindred with the United Service.

Communications from this body, on the subjects and for the purposes alluded to in the letter of our Correspondent, should be addressed for us, post and carriage free, in the usual way, to No. 13, Great Marlborough-street.—ED.

Captain Ricketts on the late Promotion.

MR. EDITOR,—Thanks to Mr. Bannerman, and the considerate spirit of which he was the successful organ, Ministers have at last acceded to the wishes of our gracious Sovereign, and a long-merited promotion has taken place; and taken place to their honour—if it indeed be not rather due to the firmness of his Majesty—without any violation of that system of seniority among the higher ranks, under which our Navy has become the most renowned in the world.

But although the flag-officers may have nothing to complain of, and much to rejoice at, considering the parsimonious temper of the times; yet the same thing cannot be truly said of that grade from which they are promoted, and in which the power of exclusion has been exercised much more in accordance with the letter, than the spirit of what were understood to be the Admiralty Regulations, particularly as respects the claims of those officers who held command in the Sea Fencibles at a time when our shores were almost awfully threatened with invasion. Those officers have, I think, just reason to complain that their services in a corps, which during the alarm of the country was described in Parliament as the vanguard of our national defence, should now be esteemed as nothing in comparison with the command of a ship, even in peace, however inactive and pleasantly situated that peace-ship may have been; and they have still more reason to lament, if such was the distinction intended at the time of establishing such a regulation, that no such official intimation was made to them on the subject, as might have suggested the policy of endeavouring to obtain commands, which are generally considered high gratifications without the bonus of a flag.

Very probably such official intimations have not been customary, or not thought necessary, from the degree of information usually circulating through the clubs and naval publications; but how many officers are there unconnected with them, or residing at a distance, in a state of seclusion very remote from any information of that kind; and surely it is wrong to punish officers for not knowing what was never communicated to them?

And although the same strong claim cannot be urged for such Captains as were not any way employed for the defence of the country during the last of the late wars, still I must contend that the regulation through which they are sufferers is in itself extremely unjust; because when an officer has devoted his whole life to the call of his country, and held himself ready to embark for fifty or more years, prevented all that time from seeking fame or fortune in any other line, and all that time been specifically prevented from deriving any benefit through his rights or influence, to obtain appointments in the Church, or to devote himself to any such sacred calling, it does seem very unjust to make him ultimately suffer for not merely an involuntary inaction, but for one known to be bitterly repugnant to his most ardent wishes; and still harder, to prevent him from devoting himself to the sacred offices of religion, when the country has no more need of his services,—what is it, in effect, but to say—"Because for more than fifty years you have been exclusively devoted to the service of your King, you shall never hereafter be devoted to the service of your God!" And yet, who can better testify of the sinful idolatries of nations, and the wonderful works of the Most High?

That a Board, held responsible for its appointments to command, should have power to exclude incapacity or inexperience from our fleets, no man of sense will venture to dispute; but that has nothing to do with the promotion to flags, because promotion to a flag is not an appointment to a command, nor does such a promotion entail any more difficulties on the Admiralty in making such selections, than if it had never taken place, or than is constantly experienced in selecting from the lists of Rear, Vice, and full Admirals, many of whom can never have hoisted a flag—some, perhaps,

never a pendant, but in peace, or in a guard-ship. Why then is there a more imperative necessity for exclusion in one instance than in the other; and when that exclusion comprises not only exclusion from future commands at sea, but also from those of the shore, however better calculated the individual may be for such appointments, than those who have been constantly serving at sea?

And why, in a land of parties like this, is the arbitrary power given, that enables the partisans on one side, to for ever blast the prospects of those on the other, whose age and state of health may long fit them for active service at sea?

And what, after all, is gained for the national purse, by the exercise of such injustice, that is worthy of notice, in even this age of cheese-mongering con-si-de-ra-tions, when the pay of all the Rear-Admirals is the same, and not a penny would be saved until some of these aged veterans had arrived at the far-distant goal of Vice-Admirals? and then, perhaps, one or two might, for three or four years, actually have increased the national expense to the enormous amount of seven shillings and sixpence a-day! And for this paltry consideration, taken out of the vast property saved to the country by the splendid services of the Navy in the late wars, it is lamentable to think that the generous-minded and honourable men who concocted the last Admiralty Regulations should have felt themselves compelled, by the parsimony or ingratitude of their countrymen, to retain the least item of an exclusion, so often confessedly abused, and scarcely ever exercised, but with the certainty of inflicting a sore grievance on officers whose only fault was, perhaps, the death of a professional patron—a change of parties—or the misfortune of neither having been born a member of the aristocracy, or of what used to be called—the rotten boroughs.

These accidents, their bitter misfortunes, after having already excluded them from the attainment of power and riches, while perhaps their very youngsters were shining in the path of glory, are by all such regulations treated as a crime!—with what degree of justice I leave to others to explain. And with a view to saving the above paltry sum, let it be borne in mind, men of unblemished private and professional character are to be subjected to a suspicion, so natural to the ignorant and malignant in every class of life, that they who do not receive the full honours of their profession, must be liable to some imputation or other—or, at least, are deficient in zeal for their country's defence. But I beg Mr. Hume's pardon, for there is indeed another saving obtained—a saving out of the pension of these officers' aged widows—a saving quite worthy of a great and opulent people—for it is a saving of almost thirteen-pence farthing a day, for the rest of their lives!

In adverting to the suspicions engendered in the minds of the ignorant and malignant, it would be evincing a very blameable want of gratitude to his Majesty not to notice how much all such officers are indebted to his kind and royal consideration for the banishment of the last remains of every such suspicion from our own profession, which, it cannot be denied, still lingered in holes and corners, whenever an officer did not receive his flag: but which was speedily and lastingly put to flight, when the Lord High Admiral made it one of the first of his cares, as I am sure it was one of the most pleasing prerogatives of his high office, to repair a part of the gross injustice of preceding Boards, by restoring to their rank on the sea-list several gallant and much injured officers. And thus it was that all men in the profession first distinctly saw that officers, in accordance with established rules, even though of high desert, might have their claims to flags disallowed, and that while such injuries are an unmerited infliction, no stain on character can ever result from such Admiralty Regulations.

The passing over of the late Vice-Admiral Peard, at the conclusion of

the last of the late eventful and glorious wars, had brought this kind of injustice to its climax, and is so remarkable a proof of the injury that may be inflicted by a more rigid adherence to the letter than to the spirit of martial regulations, that I may perhaps be pardoned for an attempt to illustrate it.

Captain Shuldham Peard was of naval descent, and as such might have been supposed to possess some claim to liberal treatment, from a board presiding over the destiny of its officers; for he was the son of George Peard, Esq., a Captain in the Service, and very early entered the Navy, serving, with great credit to himself, both as a Midshipman and Lieutenant in the first American war. Whether or not he continued to serve afloat, during the succeeding peace, I do not know, nor when he became a Commander, but he acquired what was then called Post-rank, so early in the first of the late revolutionary wars as the year 1795, and commanded the *Britannia*, a first-rate, bearing the flag of Admiral Hotham in the Mediterranean. Subsequently, as is historically known, he commanded the *St. George*, of 98 guns, as part of the fleet under the late Earl St. Vincent, then blockading a superior Spanish force in Cadiz Harbour, about the time the mutiny raged at home; which latterly extended itself to that station, and for which three men belonging to another ship were sentenced to be hung on board the *St. George*. The *St. George's* crew, after vainly endeavouring to procure their pardon by petition, determined to prevent the execution, and accordingly broke out into mutiny; but were instantly subdued by the bold and determined conduct of Captain Peard, who, with his First-Lieutenant, rushed among them and brought out two of the principal leaders, who were immediately afterwards tried and hung: and at their deaths ended all the mutiny on that station.

It might naturally have been supposed that, for a momentous service like this—one of infinitely more importance than the capture of half-a-dozen frigates—Peard would have stood ever after far too high in the estimation of the Admiralty to be passed by unnoticed; and certainly no one who considers what the duties of such a Board are, could possibly have anticipated that fifteen years afterwards, two-thirds of them honourably spent in the service of his country, he would, without the shadow of a fault, have been denied his flag, in a service to whose Captains he had set so bright an example.

But Captain Peard's claim did not rest here; for on the 10th of February, 1800, he commanded the *Success*, one of the old 32-gun frigates, in a small squadron under Lord Nelson, cruising off Malta, for the purpose of preventing supplies being thrown into Valetta by Rear Admiral Perrée, in the French *Genereux*, of 74 guns, with several large frigates or store-ships, having on board troops and stores for the garrison. Peard, who was in a situation to intercept her, saw that the *Genereux* must inevitably escape, from her advanced position and superior sailing, and might perhaps effect the relief of the garrison, if not compelled to diverge from her direct course; and immediately devoted himself and his gallant crew to prevent it, by throwing the *Success* directly athwart her hawse; by which he created so much divergence and confusion, united to the effect of his fire in her rigging, as enabled the *Alexander*, the leading ship in the chase, to come up and engage her, but at the expense of a tremendous broadside from his gigantic opponent—revenged, however, by a shot that killed the Rear-Admiral! I then commanded *El Corso*, being the only Commander present, and was directed to assist the present Admiral Sir David Gould, in securing a captured store-ship, and well remember the enthusiastic admiration elicited by Peard's heroic conduct, which the able Naval historian, whose valuable work is dedicated by permission to his Majesty, has noticed as a conduct worthy of all emulation; and little could I or any one else then have conjectured, that such a man could ever be excluded from active sea-service. But Peard, afterwards, was with Sir

James Saumarez at Algeiras, and at the time of his splendid achievement off Trafalgar, in June, 1801, and continued to serve in the Audacious to the end of that war. At the recommencement of hostilities he was appointed, by Earl St. Vincent, to command the Sea Fencibles from the Ram Head to the Dodman, on which service he continued for about seven years, and at the conclusion of the war was, at little more than fifty years of age, denied his flag! to chew the bitter cud of disappointment, until the Lord High Admiral restored him to his hard-won place on the list.

I shall not, Mr. Editor, take up any more of your pages at present, but next month, at the risk of exciting a smile on the features of those zealous disciplinarians, who see little merit wherever the pride and the pomp of war are not present, I undertake to prove that the Sea Fencible corps did more efficiently perform the object of its institution, and at less cost, than any other corps at the time of the threatened invasion.

WM. RICKETTS.

Suggestion that the Companionship of the Bath be conferred on the surviving Officers holding Peninsular medals.

MR. EDITOR,—I trust I shall be pardoned for drawing your attention to a class of officers who are every day decreasing in numbers, and who appear now unaided and almost forgotten, though I feel assured our good and kind-hearted King would, with his usual graciousness, take their case into consideration, were it brought before his notice.

You will excuse my referring back to the period when the Navy of England made Europe ring with the glory and splendour of its victories. What were the rewards then presented by the King, independently of rank, to its distinguished Commanders? Every Captain in the fleet was presented with a gold medal to commemorate the victory. Nor did his reward rest there, for I will venture to say that there is not a surviving officer among these distinguished Captains, that fought those great and glorious battles, but has been additionally honoured by having conferred upon him the G.C.B. or G.C.H., and many both of those orders; though I by no means intend to insinuate that they were given otherwise than with perfect justice to those who had nobly fought in the service of their country.

The class of officers whose case I wish to submit, also fought and conquered, and obtained medals by the recommendation of the Duke of Wellington, for their service during the Peninsular War, which recommendation was immediately followed up by his late Majesty George the Fourth, with a promptness that did equal honour to the Monarch who conferred his distinguished medal, and the soldier who received it. These officers, as I have already observed, are constantly decreasing in number, few indeed now remain. Why not then confer the third Order of the Bath on the few survivors? It is an English distinction, and let it be recollected that medals struck from the same die decorate not only the breasts of the Duke of Wellington and Lord Hill, and all the Peninsula Generals, but also those of the neglected officers whose case I am induced to advocate and uphold.

I feel assured, Sir, it would be gratifying to the feelings of his Majesty to have these old officers' names submitted by the General Commanding-in-Chief, for such an honour; a duty, I am persuaded, his Lordship would have much pleasure in undertaking, when he remembers that he participated in a similar pleasure at the period when his first medals were given him for Vimiero, Talavera, &c. &c.—I am, Mr. Editor, your well-wisher and friend.

Brompton, March 15th, 1837.

TALAVERA.

James's Naval History.

MR. EDITOR,—You have admitted into the *United Service Journal* a paper signed “Mediterraneus,” entitled “Errors and Omissions in James’s Naval History.” In regard to the first, your valuable correspondent—a man, no doubt, of great research—had discovered, after a painful and laborious scrutiny, that in six large volumes, amounting in the whole to upwards of 3000 pages, Lieutenant Boxer’s Christian name is written James instead of Edward, and that the Redwing is rated as a ten instead of an eighteen gun brig. Bowing with all submission to your valuable correspondent, it must be obvious to every man that the great desideratum in English literature, a good and impartial naval history, has now been supplied, notwithstanding the glaring and important mistakes and omissions(!) recorded by “Mediterraneus.”

My object in answering the ungenerous attack upon myself, in the letter of “Mediterraneus,” is not so much to vindicate my own character, which I certainly should never take the trouble of doing to gratify an anonymous writer, as to show that your correspondent was very little qualified for the task he has imposed upon himself. He has found fault with my account of the action of the *Menelaus* with *La Pauline* and *L’Ecureuil*, a French frigate and brig, as given in James’s *Naval History*; and in “*The Life of a Sailor*” he says, “The skirmish between the *Menelaus* and a French frigate and brig off Toulon, in the early part of the year 1812, is *incorrectly* related, the author having said that the in-shore squadron *was* *hull down* at the time of the engagement, whereas the *water-line* of the combatants *was* distinctly visible from the *sea* *iron*.”

That, Mr. Editor, is the incorrect statement in James. Your correspondent follows up this remark with a remark of his own, thus:—“The dash of the *Menelaus* at the French frigate and brig was bold and spirited,” &c. &c. “But on this occasion, *I can safely say*, the *Menelaus* ran *no risk* from the French fleet, which got under weigh from the road of Toulon, to cover the retreat of their friends. *The in-shore squadron and body of the English fleet were sufficiently near to afford her protection in case of need.*”

Now, Mr. Editor, this remark comes from a diligent observer, who is very much afraid that in consequence of my want of judgment, impartiality, and candour, in a correspondence with Captain Scott—I never published an answer to Captain Scott’s letters in my life, excepting in a preface to the second edition of “*The Life of a Sailor*”—I shall find myself badly qualified for the task I have imposed upon myself.

As this correspondent is so fond of finding fault with others, perhaps he will read the following account of the action before alluded to, extracted from Dallas’s “*Life of Sir Peter Parker*,” page 40, with much amusement and no small edification:—

“On the 1st May, the *Menelaus*, being the in-shore frigate off Toulon, observed a frigate and brig (*La Pauline* and *L’Ecureuil*) from the Adriatic, in Hières Bay, standing with all sail for the *Petite Passe*. On seeing the *Menelaus* boldly stand in with a view to cut them off, they hauled their wind under the three topsails, until the French fleet of eleven sail-of-the-line, and six frigates which came out for their protection, were so far advanced as to render them secure, when they immediately bore up with much promptitude. Sir Peter Parker then determined on making the effort, and he accordingly succeeded in bringing the *Pauline* and *Ecureuil* to action close under the batteries of *Escariberon*, the *Menelaus* then having a union-jack suspended from each stay. The *Menelaus* was cut up exceedingly in her rigging, principally by the heavy fire of the batteries, which shot her fore-topmast through and through; and though it was kept together for the moment by fishing it with capstan-bars, she was obliged to haul off. At that time the whole French fleet were standing out, and three sail-of-the-line were nearly in her wake. From the crippled

condition of the *Menelaus* serious doubts were entertained respecting her safety; for she was completely cut off, and in fact surrounded by the enemy at the mouth of their own harbour, the wind blowing very fresh from the eastward.

"The *Pauline* and brig, whose gaff had been shot away, showed no desire to continue the action; for instead of keeping engaged with the *Menelaus*, which would have insured her capture, or more probably her destruction, they shamefully, with cries of 'Vive l'Empereur!' ran into Toulon. From this desperate situation Sir Peter Parker extricated himself by a masterly manœuvre, which completely deceived the French Admiral."

"Now, Mr. "*Mediterraneus*," having shown you that we were in some little danger, perhaps you will enjoy the following continuation. I have marked in italics your numerous errors in a paragraph of six lines, and this credit is due to you, that no man could have crowded more mistakes into six lines than you have done."

"Sir Peter Parker's object was now to get to leeward of the enemy's fleet when Admiral Hallowell's squadron was *HULL DOWN* [mark that], consisting of the *Malta*, *Kent*, *Centaur*, and *Repulse*. In the crippled state of the *Menelaus*, however, this appeared impossible to effect. He resolved, therefore, to steer for the headmost ship of the enemy's line, which, instead of keeping her wind, and laying the *Menelaus* alongside, which she had it in her power to do, steered parallel. This was a fortunate circumstance; as on her firing her broadside, and putting her helm down, the helm of the *Menelaus* was instantly put a-weather, and she thereby got to leeward of the enemy's fleet, whither they were afraid to follow her, in consequence of the situation of Admiral Hallowell's squadron, though beating with a strong lee current, *they could not have given the Menelaus any assistance.*"

"*The British fleet were seen only at intervals to leeward from the mast-head.*" [Read that, and then say if the *Menelaus* ran no risk, and if the body of the English fleet were sufficiently near to afford her protection, &c.] "It was now noon: the crew of the *Menelaus* turned to; got up another fore topmast, spliced and replaced her rigging, which had been shot to pieces by the frigate's grape, that also hulled her; and, repairing her sails, and with top-gallant-yard across, before sunset she reconnoitred over St. George's Gap. *Such was the incomparable activity of her gallant officers and crew.*"

After this pleasant *exposé*, I am not much disposed to correct any supposed mistakes in James upon the authority of "*Mediterraneus*;" and of this I am very certain, if I am unequal to the task of editor, he is much more disqualified for that of critic.—I am yours, &c.

BEN BRACE.

MR. EDITOR,—Having observed in the *United Service Journal* for this month, under the head of "Errors and Omissions in James's Naval History," a paragraph reflecting on my character as an officer when in command of a gun-boat in October, 1806, in the Gut of Gibraltar, I beg you will have the goodness, in justification of my conduct, to insert in your next Number a copy of a letter I received from Lord Collingwood, the Commander-in-chief at the time, which would be sufficient to justify my conduct without any explanation, particularly at the end of thirty years:—

Copy of a Letter from Lord Collingwood, Commander-in-Chief, &c.

'Ocean, November 11th, 1806.

SIR,—I was sorry to hear you had the misfortune to be wounded in your rencounter with the Spaniard, who was rather too strong for you, but gave you an opportunity to exhibit a spirit and gallantry which I have no doubt on future occasions will be attended with more success.

I am, Sir, your most obedient Servant,

Lieut. Port.

COLLINGWOOD.

But I may be allowed, without entering into a long defence of my conduct, to state a few facts, which will serve to undeceive my brother officers, if they do not satisfy your anonymous correspondent.

The gun-boat was manned the evening before from the Queen with twenty-six men, not thirty.

Our enemy was a large deep-waisted Spanish felucca, carrying ten guns, two four-and-twenty pounders in the bow, and two twenty-four pound carronades in the stern, and small guns along the waist, with a crew of seventy-two men.

The gun-boat had a twenty-four pounder in the bow, on a standing slide, which could not be fired with any effect, unless her head was directly on for the object; there being no means of training the gun one inch. She had an eighteen-pound carronade in the stern.

After having lost some men by the grape-shot from the felucca, I asked the men if they would run her on board, and in a few minutes I steered athwart our opponent with an intention of boarding her, but the gun-boat being nearly level with the water, and the felucca high out of it, we could not succeed. The enemy rushed on board of us, and a severe conflict took place on our decks, when, having eleven men killed, and many of those left desperately wounded, and being absolutely left alone (I mean without any assistance), and being badly wounded in my sword arm, from the First-Lieutenant of the felucca having run his sword right through it, near the shoulder (the Captain having been mortally wounded), and having many other opponents, I had no alternative but to strike.

I think, Sir, that the disparity of force will be allowed to be very great, and that having lost eleven killed, many desperately wounded, and only five not wounded at all, I cannot be charged, with justice, in having struck in a "trice," after our enemy got fairly alongside.

One word as to the description of vessel that the Gibraltar gun-boats were at this time. Many officers, and, I am sure, your anonymous correspondent, will bear testimony to the truth of what I say, that it is perfectly impossible to describe more wretched vessels than they were, not seaworthy, and only fit to fight in a pool; whereas this engagement took place in the middle of the Gut of Gibraltar, in a fresh Levanter, where our opponent, from his size, and very superior qualities, had so much advantage over us.

I am sorry to have trespassed so long on your pages; but the attack made on my character will, I hope, justify it.

I remain, Sir, your most obedient Servant,

Stonehouse, March 5th, 1837.

JOHN FOOTE.

MR. EDITOR,—In your last Number, "Mediterraneus" has noticed the extraordinary omission, in "James's Naval History," of the services of Rear-Admiral Hallowell and his flag-ship, from the beginning of 1812 to the end of 1814,—during the greater part of which time the Rear-Admiral commanded on the east coast of Spain, and was acting in conjunction with the Anglo-Sicilian army.

Having had the honour to serve as Lieutenant of the Malta (Sir Benjamin Hallowell's flag-ship) during the whole of the proceedings of the combined forces, I am anxious to bear testimony to the prodigious exertions of that lamented officer, through the course of the very trying circumstances under which he was placed, during the siege of Tarragona; when his great abilities did not fail to draw forth the admiration of both Services.

I can also vouch for the general accuracy of "Mediterraneus's" statement, having by me notes, taken at the time, of the proceedings of the expedition: the whole of which were, I am proud to say, highly creditable to the Naval profession. Perhaps there was not an officer in the Navy better adapted for the amphibious service we were employed on than the Sir Benjamin Hallowell; and "Mediterraneus" has not said one

word too much in his commendation. It would, indeed, be difficult to over-rate his qualities—able, indefatigable, zealous, brave—disinterested, benevolent, just—he was not only an accomplished officer, but, in the most comprehensive sense of the term, an honest man. I trust, while speaking of his services, that I may be excused this slight tribute to his memory, in acknowledgment of a debt of gratitude for much kindness received at his hands.

In conclusion, I beg to say, in behalf of the officers and men employed in the Squadron under Sir Benjamin's command at the siege of Tarragona, that, what with dragging heavy guns over the sands—placing them in batteries, and supplying them with ammunition—serving in gun-boats on an open coast—and cannonading the town the live-long night, in the ship's boats—in addition to the usual ship's duty—they had, altogether, no sinecure of it; and I feel confident that even the most rigid economist of the present times would not have begrudged them their pay on that occasion, particularly had he witnessed and shared their exertions.—I have the honour to be, Sir, your most obedient servant,

C. C. PARKER, Bart.
Captain of the Royal Navy.

March 22^d, 1837.

Suggestions for the Improvement of Accommodation in Barracks.

MR. EDITOR,—Without preface I beg to offer the following suggestions for the improvement of accommodation in barracks:—

1st, That every officer should have two rooms; it matters little how small they are; better that an officer should have two rooms, one but eight feet by ten, and the other ten feet square, than that he should, like a pig, be made to live entirely in one.

2nd, Each officer should have a table in his bed-room, and two in his sitting room, with at least four chairs. I do not like the French system of supplying beds and bedding, sheets, towels, and table linen, to officers. I think that British officers would prefer having their own; but an allowance should be made for the carriage, as extra baggage, of such things; with carpet, window curtains, &c., which are essential to the furnishing a habitation among civilized men.

3rd, The rooms should be papered, the windows and doors well fitted. The rain and snow should not be admitted between the sash and frame of the window. The Master-General and members of the Board of Ordnance, in their snug office in Pall-Mall, with every cranny stopped, their doors secured with barze, and leather and springs, may think lightly of the inconvenience of a window sash being too small for its frame: but not so, I can assure them, the officer who is compelled of a winter's evening, to wrap himself in his cloak, as he sits by his fire, that his back may not be frozen as his face is being warmed.

4th, Water-closets should be fitted in every barrack as we find them in every respectable private house.

5th, If, even in the present imperfect furnishing of a room, there be any articles out of repair, it is almost impossible to get them exchanged. There are many minor matters in which the convenience of officers might be consulted. If an officer lock his door, and carry his key with him, he has nearly half a pound of iron to put into his pocket: a small latch-lock would be as secure as a large one, and the key would be of convenient size. Again, a lock in good order is hardly ever to be found, and a man may shout "come in" till he become hoarse, before a person from without is able to open his door.

6th, For soldiers, the rooms should be small with plenty of light and air, good fire-places and wind-tight windows. Men cannot be expected to have steady habits where the rooms are large. Six or eight wild lads

will keep a large room in a state of turmoil; if these were dispersed their power of annoyance would be broken. Two scamps in a room with eight or nine steady men, would be kept in order, their comrades would not permit them to play their pranks. A large room cannot be properly warmed, and its windows are necessarily numerous.

7th. Proper baths should be provided for the men; at present a soldier has no means of cleaning or washing his person.

8th. Every serjeant should have a separate room, as near as possible to the men of his own squad, but his being in a separate room is essential to his respectability, his comfort, and his correct performance of many duties: writing his reports, &c., in a common barrack-room, is almost impossible.

9th. By Regulation there must be a serjeant's mess. A room for this purpose should therefore be fitted up in every barrack.

10th. An orderly room, and an office for the business of the regiment, the latter fitted with shelves for the papers, and desks, is necessary.

11th. The barracks are prepared for ten companies; but there should be extra rooms for the band and the drummers, particularly the former. The men cannot attend to their band duties if quartered with their companies. There are, besides, their instruments, most expensive articles, which should not be exposed to the curiosity of the men who understand not their use.

12th. Mess-rooms should be properly furnished with window curtains and carpets. It is too much to compel officers to provide these things, and carriage for them; particularly as, from the want of uniformity in the buildings, the furniture of one mess-room will not fit the mess-room of the next station.

13th. There should be covered places for parade in bad-weather. If every barrack was to be raised fifteen feet from the ground, the space under would form an excellent bad-weather parade.

11th January, 1837.

K.

Qualification of Candidates for the Academy at Woolwich.

MR. EDITOR,—In these times, when it is no easy matter to make provision for the pursuits of youth in after-life, it becomes a serious consideration, on selecting any profession, as to what probable chance of success there may be, more particularly when it depends chiefly upon the energies and exertions of the individual himself.

Every one will admit the great disappointment he experiences on failure of success, in an undertaking wherein he may have been most sanguine, and for the accomplishment of which he may not only have made all possible interest, but also have embarked at considerable expense for the attainment of his object.

Having the prospect of an appointment for my son to the Royal Military Academy at Woolwich, I feel desirous, through your valuable columns, of giving publicity to a few remarks respecting the rules and regulations, as recently established, for the admission of Gentlemen Cadets into the above Institution.

Among the many multifarious qualifications, it is stated as requisite, that considerable progress be made in the Latin Classics, while, at the same time, no steps are taken to keep up that knowledge after admission, the Classics being entirely omitted in their course of study,—thus rendering it necessary to spend considerable time in attaining a language chiefly for the object of admission, to the exclusion of other studies considered so essential to secure the obtaining his commission,—for it is not probable that a youth of fifteen, after devoting three or four years to other scientific studies, would, upon leaving the Institution, retain much of his former classical acquirements, though he may have shown some proficiency therein at his introductory examination.

I observe, further, that the Printed Regulations for the admission of Gentlemen Cadets, state the indispensable qualifications to be—English, arithmetic, including vulgar and decimal fractions—algebra and geometry—the Latin Classics—French—history and geography, with drawing—apparently quite enough for a youth of fifteen; but it appears possible that he may be found well qualified in all these branches of study, and yet be by no means certain of his admission, that depending upon the result of a competition, wherein one, at least, out of every four candidates must be rejected; and in this latter examination two other studies (not before introduced), viz., Greek and German, are to be considered as giving a decided preference.

Upon such uncertain grounds appears to rest the present chance of a youth's admission to the Royal Military Academy at Woolwich.

I notice, lastly, that the French and German examinations are conducted by the Professors at the Academy in these two departments, who are privileged to examine those candidates for admission who may have had the benefit of studying privately under themselves, preparatory to this examination. Surely, it is but natural to expect, that such Professor would be best pleased with his own pupil, and therefore, if three out of the four candidates have had such advantage, it is easy to determine which would be likely to be the one rejected.

It would be deemed the greatest injustice to allow, in any private case, the same individual to give judgment, who had stood as counsel: how much the more so in a public establishment, having for its exclusive object the education of Gentlemen Cadets, destined for the Royal Artillery and Engineer Service of the British Army.

I am, Sir, your obedient Servant,

March 9th, 1837.

JUSTITIA.

The Commissariat and Medical Departments.

MR. EDITOR,—The pages of your valuable journal have given publicity to many suggestions calculated to benefit all branches of the Service, and your accustomed liberality leaves no room to doubt your readiness to afford a small portion of your space, and perhaps also of your time, to promote the interests of the Commissariat and Medical Departments, by obtaining for them a share of the advantages conferred by the Warrant of the 27th of October, 1831, “on officers who have zealously and diligently fulfilled their duties in the Service.”

In both departments, there are many officers of long standing, who are totally excluded from promotion by purchase, and even length of service is of little avail, as the only sources of advancement open to them are the vacancies caused by death, or retirement among their seniors on full pay. It must be admitted, however, that the Commissaries enjoy a higher rate of pay from the first than junior military officers, and that the Hospital Staff, in addition to a trifling advantage of the same nature, obtains an increase of pay by length of service; but notwithstanding, it appears to me that there are still sufficient grounds for extending to these departments the provisions of this Warrant, which is certainly the most beneficent measure to officers unable to purchase promotion that has ever been promulgated to the Army.

In order to state these grounds fully, it would be necessary to compare the Military with the Civil branches of the Service; but I have no inclination to undertake such a task, and shall therefore briefly allude to some of the more remarkable differences between them. In the first place, the officer who obtains a commission without purchase, (for the officer who purchases does not need the aid of the Warrant in question,) enters the Army at a much earlier period of life than the Commissary, who generally receives his appointment after long service as a Clerk.

The members of the Medical Department, again, begin the study of their profession at the same age that the military officer enters the Army, and after toiling five or more years, and expending a sum equal to the cost of a first commission in order to learn their profession, they obtain appointments as Assistant-Surgeons, and almost a fifth of the number now on the list have been in their present rank, or on full pay, upwards of twenty years.

I am aware that after ten years' service they obtain an increase of pay, but few, I presume, will consider 2s. 6d. per diem an extravagant remuneration for the years they passed in the study of that profession which qualifies them for their special duties, and in consequence whereof, at the end of twenty years' service, they are of necessity equal in point of age to the military subalterns of twenty-five years' standing, of whom few, willing to accept of promotion, are now to be found in the Army.

The prospects of the Assistant-Commissaries and Surgeons in the way of advancement, may be compared, not inaptly, to the view of the Promised Land from Mount Pisgah; and an inquiry into the length of their services, will speedily convince the most sceptical that these grades are literally the "ne plus ultra" of promotion in both departments. However, towards the end of his career, the Surgeon obtains an increase of pay, to solace him for the unremitting labour of years; and if he remains to enjoy it, some Assistant-Surgeon is found to content himself, in the mean time, with his extra 2s. 6d. a day; the well-meant Warrant of 1830 thus proving indirectly an obstacle to his promotion, and in reality only distributing the amount the juniors may expect to receive in the Service over a greater number of years.

Medical officers find difficulty in obtaining leave of absence, and are obliged to pay for medical attendance on the largest detachment when a regiment on home Service is detached.

Finally, a medical officer retiring, receives a higher rate of pay after twenty-five or thirty years' service, than a military officer who may have served as long, or perhaps longer; but even here the difference is more apparent than real, for (setting aside the question as to what may be due to the Surgeon for his professional knowledge) the military officer will be found to be several years younger, and of course his annuity must be more valuable: besides, if a field officer, he gives up the chance of rising by brevet: he may pocket the difference, or he may realise the value of his commission. Even these, however, are not the only reasons for such a difference, for the Surgeon sacrificed a portion of capital as well as of time to qualify him for his commission, and according to every principle of political economy as well as of equity, some return ought to be made to him on this account; and it is more than probable that the capital so laid out, if invested in a life annuity to be foreborn for twenty-five or thirty years, would have yielded him all the difference in question.

If this comparison between the two branches of the Service has been carried further than was at first intended, it has been done solely with the view of showing that some grounds exist for extending the provisions of the Warrant of October, 1834, to the Commissariat and Medical Departments; and although the subject is by no means exhausted, I shall leave its further progress to the care of those who have it in their power to promote the interests of two classes of officers, whose services are often as laborious as uninviting, and rarely, if ever, confer any distinction on those engaged in them.

I am, Mr. Editor, your obedient servant and constant reader,
London, January, 1837.

PIONEER.

* * The Commissariat Department will have found that they have not been overlooked in the distribution of promotions by the late brevet.—Ed.

CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, March 21, 1837.

MR. EDITOR.—There has been little doing in the port since my last communication. Another of Sir William Symonds' ships came from Sheerness (the Carysfort) the early part of the month, and after being at Spithead a few days, until the Right Hon. Sir C. R. Vaughan had his audience of leave previous to receiving his final instructions to proceed as Ambassador Extraordinary to the Sublime Porte, sailed for Marseilles, to take his Excellency on board, and convey him and suite to Constantinople. The Carysfort is said to be built similar to the Vestal. On working round from the eastward, the officers and men found her to be an easy ship in the bad weather they met with, but very wet. She is roomy, and has good quarters; and the general opinion prevails that ships like Cleopatra, Vestal, and Carysfort, are the best specimens of the Surveyor's acquirements.

The Vernon, his first built frigate, returned from the Mediterranean on the 1st instant, having been sent home in consequence of suffering from dry-rot. She did not anchor at Spithead, greatly to the disappointment of some of her people, and also of a few amateurs, who would not have lost the opportunity of freely examining her when she went into dock, and giving their candid opinions on her merits. At Sheerness (whither she went) there are not so many inquisitive folks, or they do not publish the result of their inspections. The Vernon was last from the South Coast of Spain, having gone thither to leave all her spare stores and provisions with the Rodney, and convey orders for Tyne and Childers to proceed to Malta. Carysfort is to relieve the Volage. Tyne is to come here, and be paid off.

The Snake also came from Sheerness, and has been despatched to the West Indies. She was detained at Spithead for men, and has taken out supernumerary officers.

The North Star, after considerable delay (not on the part of her officers and crew), did not sail for the North Coast of Spain until the 13th, having to take on board a further supply of clothing and blankets for the Legion. She went as far as Falmouth in charge of Lieut. the Hon. J. Carnegie, and at that port Commander N. Cory was to join and navigate her to Commodore Lord John Hay at Santander, there to have his Lordship's broad pendant.

A few days previous, the Messenger steamer went thither with about 10,000 stand of arms: and we hear that a ship has gone from Plymouth with some officers of Marines, and a further supply of stores. All the arms sent are only a round-about way of arming Don Carlos' force; for on conversing with an officer that came home the other day in the Columbia or Cornubia steamer, he asserts that the greater part of them have English muskets in their possession. As to any serious fighting on the part of the Legion or their Spanish allies, no one seriously thought of it: but to the surprise of us all, General Evans has at length moved out of St. Sebastian, and with the assistance of the battalion of Marines and the Marine Artillery, had an engagement with the Carlists. Two officers of Marines and a Midshipman have been wounded in the affair, and a prodigious number of the Legion also.

The Larne has been commissioned at this port by Commander P. Blake, and is fitting in the basin with the Princess Charlotte, Pelorus, and Sparrow. There have been reports that two more ships of the line are to be brought forward, and the Rainbow and Illustrious are quite ready. The St. Vincent has been dismantled, and is fitting for the Ordinary. The President, Sparrowhawk, and Fair Rosamond, are still in the hands of the

dock-yard artificers, but ordered to be commissioned as soon as they are ready.

While writing on dock-yard matters, I avail myself of the opportunity of mentioning that there have been trials during the month of two inventions or improvements, the suggestions of Lieut. Hall, R.N., the Director of the Police force, and of Mr. Taplin, of the metal mills, both of Portsmouth dock-yard. The first is an improved method of supplying fire-engines with water by means of a tube to be fixed on the main water cock. This tube has several branches with stop-cocks, and a hose being screwed to each, three, or even six engines, can be constantly supplied without any loss of water, and the force of those engines directed to any one spot, or separate. The Admiralty, when it was first submitted to them, approved of the suggestion, and directed some to be made at the metal mills. Several trials have taken place, and answered the most sanguine expectations of the suggester, and the gratification of the bystanders. On one occasion three of the dock-yard engines were filled, and the hoses placed E. N. and S., and a most powerful body of water discharged in those directions. The improvement has this advantage, that each engine can cease to work at the option of its manager, and the stop-cocks prevent the escape of the water from the basin. There is little doubt that these branch-tubes of Lieut. Hall's will be generally adopted in all dock and victualling establishments.

Mr. Taplin's piece of machinery is an improvement on the carriage generally in use in his Majesty's dock-yards for moving heavy timber, masts, yards, &c. It is described as follows:—The carriage for masts is made of cast-iron, having two axles, both immovable, and furnished with a wheel on the ends of each. In the centre of the carriage is a revolving cradle or saddle, in which the mast securely rests, and in which it is capable also of turning, if required, without affecting the line of direction marked out for the wheels of the carriage. The exterior rims of the wheels are plain surfaces capable of rolling upon the stone curb. Their exterior rims are furnished with cogs, into which a pinion at each wheel revolves. These pinions are supported from the body of the carriage, and receive their motion by winch-handles, which a man stationed at each wheel continues to turn as the mast may be required to be directed. If the course the mast has to take should be circuitous, as is the case with the track-way in Portsmouth dock-yard, the men at the winches have to observe the same process as if they were in a boat which had to move in a similar direction to that required of the carriage. Whilst the wheels of the carriage on one side have to be urged forward, the opposite wheels require a contrary movement. This operation produces all the changes required in the situation to be observed between the mast and carriage whilst traversing the curvilinear pathway.

By this contrivance a first-rate's mainmast, weighing at least twenty tons, may be conveyed from the masting-sheers to the mast-house, with apparent ease, by four men, in about one hour. Last week this carriage was tried for the first time, and answered extremely well: the mainmast of his Majesty's ship *St. Vincent*, weighing about twenty tons, was fixed on the revolving cradle or saddle, and the carriage being previously placed on the granite causeway, was propelled by four men with great ease, they simply turning an iron winch similar to what is used to a grindstone.

The present highly-esteemed Admiral-Superintendent Sir Frederick Maitland expects to be relieved in the duties of the dock-yard by Rear-Admiral Frederick Warren, early next month, and will shortly afterwards hoist his flag; but whether as Commander-in-Chief at Lisbon, the East Indies, or the Cape of Good Hope, is not quite settled. In conjunction with the Port-Admiral, Sir Philip Durham, Sir Frederick will inspect the Naval College on the 28th of the present month, and award certain portions of sea-time to the thirty-two students remaining in the establishment

previous to the Admiralty distributing them in his Majesty's ships. Two medals will also be adjudged to the most proficient, and in a few days after the building will be closed.

The true reason for abolishing the institution has never transpired, and probably never will. Many have asserted that it furnished more officers than the Navy required; but if any one would take the trouble to refer back from the period when it was first established as a College in the year 1805 or 1806, it is a question if 1000 students have in the course of the thirty years been distributed throughout the fleet; and of these how many are dead, or quitted the service! It is expected that Lord Minto, as the Governor of the College, will be down to attend the public examination of the students.

It was expected that the examination of Midshipmen, which occurred the early part of the month at the Naval College, would have been the last held at the establishment, but one other will take place on the 10th of April; and no doubt then a general notice to the Fleet will be issued, pointing out in what manner the mathematical examinations are in future to be gone through, and where. At present every one is in the dark on the subject, and all sorts of plans propagated by those who know nothing of the matter: some affirm Greenwich; others the Excellent; the flag-ships on foreign stations, &c. The arrangement ought to be promulgated quickly, that young officers arriving from foreign service, and wishing to undergo the ordeal, may know where to proceed.

The following sixteen Mates and Midshipmen were examined and found qualified on the 6th, 7th, and 8th of the present month, viz.:—

W. Mould, late Thunderer; L. C. H. Tongue, Inconstant; E. Marshall, late Thunderer; E. J. Lay, Vestal; J. F. Coaker, late Edinburgh; Robt. Hopkins, late Hastings; J. A. Smith, North Star; W. K. Hall, Viper; J. Orendon, Princess Charlotte; W. C. Alexander, late Canopus; J. W. Whyte, late Castor; J. S. Robertson, ditto; H. S. J. Georges, late Procris; H. B. Mottley, late Thunderer; E. D. Ashe, Vestal; C. J. P. Glinn, Scorpion.

You may possibly recollect that a year or so ago the Imam of Muscat made the King a present of a 74-gun ship called the *Liverpool* (now in this harbour, and the name altered to the *Imaum*), and in return he was given the Prince Regent yacht, and in Her Lord Elphinstone and suite took a passage to Bombay. She arrived at the Cape of Good Hope on the 5th of January last, and no doubt has ere this been handed over to his Highness. One motive for alluding to the circumstance is from having observed in an American paper an account of the large naval force of this potentate, and which, except to your readers who have been in India may appear surprising, and now account for, and fully justify the policy of the British Government in cultivating the esteem and good feeling of so influential a neighbour to the English Presidency of Bombay, and who if disposed to be mischievous and piratical, could do considerable injury. Having the *New York Daily Express* of the 16th of February last before me, I quote freely from it:—

"If any of our readers were told that the Sultan of Muscat had a navy about as large as ours, they might be very incredulous, till they looked at facts. But, nevertheless, the Sultan has a powerful navy. We gather from a 'Digest of existing Commercial Regulations of Foreign Countries, with which the United States have intercourse'—printed by order of Congress—the following statement of the naval force of the Sultan of Muscat:—

Liverpool, 74, (since presented to the King of England), Zanzibar; *Shah Allum*, 56, ditto; *Caroline*, 40, Muscat; *Prince of Wales*, 36, ditto; *Henningshaw*, 36, Calcutta; *Piedmontese*, 32, Muscat; *Mossapa*, 32, ditto; *Rehmani*, 22, ditto; *Falke*, 18, Bombay; *Soliman Shah*, 18,

Muscat; Curlew and Psyche brigs, each 12, Bombay; Sage yacht, 6, Zanzibar; Vestal, 6, Muscat; Elphinstone, 6, Bombay.

"Also fifty baghelas, carrying from 8 to 13 guns; and ten balifs, carrying from 4 to 6 guns. The first is a single-masted vessel of from 200 to 300 tons; the latter, also a one-masted vessel, of from 100 to 200 tons. Part of these are employed in convoying vessels to the Persian Gulf, and some on the Northern Coast of Africa, &c.

"From the foregoing statement it appears that the Sultan possesses a more efficient naval force than all the native princes combined from the Cape of Good Hope to Japan. His possessions in Africa stretch from Cape Delagado to Cape Guardafui; and from Cape Adea, in Arabia, to Ras el Hand; and from Ras el Hand they extend along the northern Coast of Arabia, or the Coast of Amon, to the entrance of the Persian Gulf; and he claims also the Sea Coast and Islands within that Gulf—including the Bahrein Islands, and the pearl fishery contiguous to them—with the northern Coast of the Gulf as low down as Sind. The vessels trade, not only with his own ports in Africa, and the valuable islands of Moussoca, Zanzibar, Pemba, and Socotra, but also to Surat, Bombay, Bengal, Ceylon, Sumatra, Java, the Mauritius, the Comoro Islands, and Madagascar.

"About two thousand vessels are employed in this traffic, of which, no doubt, many are very small, being mere coasting craft. The naval force of the Sultan, being in friendly alliance with the British squadron, gives him entire control over all the ports in East Africa, the Red Sea, the Coast of Abyssinia, and the Persian Gulf, and consists, as before described, of several powerful frigates, and a number of armed small craft. It is understood that good discipline is kept up in all the vessels of war; that the officers practise lunar observations, and are supplied with good chronometers."

It is evident that the Americans are jealous of his Highness' friendly disposition with the English Government, as may be gathered from the following remark, and it is therefore to be hoped that every endeavour will be used to continue such good fellowship:—

"Since our treaty with the Sultan in 1835, our vessels are beginning to push an advantageous trade there, though they encounter formidable competitors in the British, who enjoy great advantages from their Indian possessions. The exports are gum, copal, aloes, gum arabic, ivory, tortoise-shell, hides, bees' wax, cocoa, rice, ghee, dates, raisins, and a great variety of drugs."

P.

Plymouth, March 21st, 1837.

MR. EDITOR,—The naval varieties of the past month at this port have been fewer, and of less interest, than they usually are between the periods of our correspondence. We have not been enlivened by the arrival of a single man-of-war from any foreign station; nor has there been a ship of any description paid off (the Viper schooner excepted) since the Canopus, Thunderer, and Favourite hauled down their pennants, within a few days of each other, as stated in my last, on their return from the Mediterranean. The temporary excitement which they occasioned has entirely subsided, and things are wearing a comparatively dull aspect.

There is at present only one King's ship in the Sound, which is the Trinculo, 16, Commander Coffin. She went out of harbour on the 14th instant, and it is expected that she will sail to-night or in the morning. The Dido, 18, Captain Lewis Davis; the Samarang, 28, Captain Brough-ton; the Stag, 46, Captain Sullivan; the Talavera, 74, Captain W. B. Mends; Scylla, 18, Honourable Captain Denman; and Inconstant, 36, Captain Pring, have all sailed from the Sound since I last wrote to you.

The *Dido* made sail on the 22d ult., but returned the following day, owing to the state of the weather: she sailed again however, finally, on the 25th; and the *Samarang* left us the same day. Both of these ships, as well as the *Inconstant*, were fitted at the eastern yards; but all the others were fitted out here. The *Stag* sailed on the 4th of the month for Rio de Janeiro, to relieve the *Blonde*; the *Talavera* on the 6th, for Lisbon; the *Scylla* on the 11th, to relieve the *Ringdove* on the coast of Spain; and the *Inconstant* for Lisbon, on the 18th. It is generally understood that the *Inconstant* is under orders to make further trials of sailing with her competitor the *Pique*, as the movements of these two frigates will shortly bring them into company. Captain Pring of the *Inconstant* is said to be in possession (for I have not seen them myself) of diagrams which are correctly illustrative of the results of the late experiments between *Pique* and *Inconstant*, and it seems that those diagrams have been constructed with especial care from accurate observations of bearings and distances, taken by a gentleman of scientific attainments, to whom the task would not be one of any difficulty. It would be not only interesting but extremely valuable to be in possession of a set of diagrams taken with equal care on board the *Pique*, during the same series of experiments, and precisely at the same instant of time. Such a mode of proceeding would render the reports on experimental sailing more useful than those reports generally are, for more reasons than that very important one of being thereby enabled to corroborate the statements which appear before the public.

The ships in commission, which are now fitting out at this port, are the *Cornwallis*, 74, Captain Sir Richard Grant, for the flag of Sir Charles Paget; the *Sappho*, 16, Commannder Thbs. Fraser, commissioned on the 7th inst.; the *Comus*, 18, commissioned on the 8th, by the Honourable P. P. Cary; the *Scorpion*, 10; and the *Viper*, schooner, Lieutenant Winniett, commissioned on the 17th. These are all nearly ready for sea, excepting *Cornwallis*, which, I understand, will be complete somewhere about the middle of next month. The *Cornwallis* was undocked on the 22nd ult.; she was immediately warped off to the sheer hulk, to have her foremast and bowsprit got in place, and was afterwards transported to alongside one of the dock-yard jetties, for the convenience of proceeding with the repairs and fittings which are necessary to her equipment for the reception of a flag-officer. The main-mast of the *Cornwallis* having since been considered to be unfit for the service on which she is going, was taken out of the ship on Thursday last (16th), and was substituted by one belonging to another ship. Her lower rigging is now being set up, and the works of the ship in all the departments are rapidly progressing. People whose duty confines them to the spot remark that the energies of the Flag Captain are unceasing: he is at his post the first thing in the morning and the last thing at night, at all times most actively engaged, finding a job for every one, and keeping all hands well up to their work.

I observed at the commencement of my letter that we have had no arrivals of men-of-war from foreign stations since my former communication. There have, however, been several arrivals of steam vessels during the month, and the dock-yard craft appear to have been pretty busy running to and fro, in the service to which they are appropriated. The *Lightning* steamer arrived on the 1st of the month; the *Messenger* steamer on the 4th from Portsmouth, with mines for the *Cornwallis*; the *Columbia* steamer on the 7th, and sailed the next day for Woolwich, to get her machinery repaired there; the *Comet*, steamer, on the 8th, and she started on the 13th for the river, it having been thought necessary that she also should be sent round to Woolwich. The *Flamer* steamer arrived on the 12th, and has since left for the West Indies; and the *Dee* steamer arrived on Sunday night (19th) from the West Indies, and is now in Hamoaze.

The arrivals and departures of dock-yard craft have been of very frequent occurrence, but I apprehend that their movements are scarcely deserving of detail. The Drake, Rochester, Hamoaze, Devon, and Tortoise, lighters, and buoy-boat, have severally been seen going in and out of harbour, on voyages of ordinary service, namely, transporting naval stores to other dock-yards, or to the Falmouth packet station.

The Scorpion was taken on the wet-slip on the day on which the Cornwallis was undocked (22nd February); the Viper was docked on the 2nd of this month, and undocked on the 6th; and the Spartiate was taken into dock on the following day, and remained there three days, for the purpose of examining the condition of the copper, one side of the ship having been covered with experimental copper—but I cannot learn that any facts have been discovered at all likely to benefit that very important branch of expenditure in our naval economy.

The Ferret, 10, has been sold out of the service, and is now in Stonehouse pool, being broken up. The Procris, 10, has likewise been purchased from Government, and has been navigated from this port.

The ships at the Jettie at the dock-yard, are the Agincourt, 74; Wizard, 10; Favourite, 18; Scorpion, 10; Cornwallis, 74; and Firefly steamer.

The ships in dock are the Wellesley, 71; Druid, 46; Crocodile, 28.

The steamers at present in Hamoaze are, the Messenger, Dec. Firefly, and Lightning.

It is reported that Rear-Admiral Hayes will hoist his flag on board the San Josef in the course of the present week, as superintendent of the dock-yard. The official functions of Rear-Admiral Ross will then of course cease. Let him leave when he may, he will carry with him the warmest good wishes of a vast number of persons. —Yours, &c.

D.

Milford Haven, 17th March, 1837.

MR. EDITOR.—The changes which have occurred at Pembroke Yard, during the past month, have tended in some measure to relieve the monotony to which the port is subject during the winter months. Far removed, and in the 'remote west,' little can be expected at this dreary season to relieve ennui. The latter end of last month, an order was received here to suspend the repairs of the Vixen post-office steam-packet; but on the 3rd of the present, directions were given for completing the same with all possible dispatch. It is expected she will be fit for sea in about three weeks. An alteration in the mail's leaving Hobb's point for London has been effected within the last month. It now starts at twelve o'clock at night instead of at one o'clock in the morning, as heretofore. On the 7th, Captain Sir Edward Parry, inspector-general of the steam-packets under the direction of the Admiralty Board, arrived at this port in the Crocodile steamer from Waterford, on a tour of inspection. The following day he minutely examined into the mode of keeping the accounts, particularly as regards the money transactions and the purchase of stores—went over the storehouses, coal &c., &c. On Thursday, accompanied by F. F. Hawkes, Esq., the able master-builder of Pembroke Royal Dock-yard, he came down here to inspect the repairs of the Vixen, now on shore at our quay. On Saturday he left by the mail for London. He was pleased to express himself highly satisfied with the present arrangements of the station.

So much for the news of the packet station. We come now to what has been doing in the dock-yard. Drawings for building that splendid ship the Victoria, first-rate, were received there the early part of the month. She will be laid down forthwith, and as soon as the moulds are made the sawyers will at once be put to work in preparing her frame. She will be a superb vessel, and one of the largest ever built for the service of his

Majesty, being calculated to carry upwards of three thousand tons. With such bulwarks, and British tars to man them, Britain must ever "rule the waves."

Captain Superintendent Cumby, C.B., arrived at Pembroke-yard on the 9th instant, and on the following day took upon himself the duties of his office. On Saturday he mastered the officers and crew of the Royal Sovereign yacht under his command, and on Monday the workmen belonging to the Arsenal. The late Superintendent, Rear-Admiral Sir Charles Bullen, and his lady, left that neighbourhood on Friday, in the Star steamer, for Southampton via Bristol. The Pembroke-shire United Service Club gave the veteran a farewell dinner on the day of his departure.

The following ships are building, and ordered to be built at this dock-yard:—

Building—Collingwood, 80 guns; Sibyl, 36; Daphne, 18; Grecian, 16; Lily, 16; Penguin, packet; Gorgon, large class steamer.

Ordered—Victoria, 110 guns; Algiers, 110; Cambrian, 36; Petercl, packet; Cyclops, steam frigate.

The quarantine establishment here has been in some measure passive lately, owing to the healthy state of the Mediterranean. It is one of the largest and most efficient in the kingdom, and is in great repute with ships from infected stations. It consists of the following officers and ships:—

J. McMillan, M.D. Surgeon and Superintendent; Lieut. George, R.N., Assistant-Superintendent; Mr. Davies, R.N., Master: with the Ville de Paris, 110 guns; Milford, 71; Triumph, 74; Mulgrave, 74; Saturn, 74; all properly fitted up as Lazarettos. G.

Sheerness, March 21st, 1837.

MR. EDITOR,—The improvements of the dock-yard at this port are progressing: we observe that the new mill, with an engine of fifteen horse power, for the manufactory of cement, is nearly complete. It has been proved that the Roman cement, manufactured in this yard, is of much superior quality, and cheaper than can be obtained by contract. Thus, no doubt, arises partly from the facility afforded in selecting the Sheppy pebble, and using it in proper proportion with Harwich stone; combined with that of its being manufactured with vertical stones; the horizontal stones heating it too much, and destroying the adhesive principle. Till the new mill is complete, the Admiralty has ordered the cement to be made at the old mills, for carrying on the works in the several dock-yards. A new twelve-inch main is laying down for the supply of ships with water: this is connected with a reservoir of 600 tons, and forty feet head: from it there will be branches leading to every part of the basin, to which a force pump is to be attached, so that the ships fitting out may be watered with the greatest ease, and in case of fire, by working the two fifty horse engines, it would become most effective. We likewise observe two sheds are building, running parallel to the roof over one of the docks, to shelter the workmen in bad weather. It is considered by the people in the yard that the expense of erecting them will be shortly saved in labour; for it is often the case that the artificers, in bad weather, are delayed, from the want of shelter, in this open and exposed yard.

On the 25th ultimo, Admiral the Honourable F. E. Fleeming struck his flag, blue at the main: on the Admiral's leaving, there was universal regret. The inhabitants, with those in the dock-yard, and military, to show their respect, all say farewell, assembled on the piers. On one side the inhabitants, and on the other dock-yard officers and people. On his passing in his boat, with his lady and family, to board the Flamer steamer, he was saluted with reiterated and hearty cheers; which the gallant Admiral and family, with his crew lying on their oars, returned as heartily.

The zeal of the gallant Admiral has not been more manifest, in the strong desire, he always has shown to promote in every way the good of the Service, than to forward the interest of this town and neighbourhood; not only his talent and influence, but purse, was always open to every good object, without distinction of sect or party.

On the 26th ultimo, Vice-Admiral Sir Robert Otway, Bart., K.C.B., hoisted his flag, red at the fore.

The *Hercules*, 74, Captain Maurice F. Berkeley, and *Snake*, 16, Commander Milne, were taken out of the basin. On the 3rd instant, the *Snake* went out of harbour, and sailed the following day for Portsmouth, on her way to the West-India station.

On the 13th instant, the *Vernon*, 50, Captain John McKerlie, arrived from the Mediterranean, having come home to undergo examination and repair, it having been thought that she was affected with the dry-rot; however, it appears to be the opinion of the persons connected with the dock-yard that the decay is not to any great extent. The *Vernon* will be paid off on the 29th instant.

The commissioned ships at this port are, the *Howe*, 120 (guard ship); *Hercules*, 74; *Vernon*, 50; *Seringapatam*, 46.

3 E 1 A.

REVIEWS AND CRITICAL NOTICES.

RAMBLES IN EGYPT AND CANDIA. BY CAPT. ROCHFORD SCOTT, H.P., Royal Staff Corps.

WE do not recollect to have read a better book of travels than this, since the able publication on Turkey, &c., by Lieutenant Adolphus Slade of the Royal Navy. The field of African, and especially of Egyptian investigation, has been variously trodden of late—still, Captain Scott, trusting to a shrewd observation and sound understanding, has struck out new lights and improved upon the information of others. Even where he appears somewhat dogmatic—nay presumptuous—in questioning or contradicting his precursors, there is always a fund of plausible and practical argument to support his rebellion against received authority.

The systems and establishments of Mehemet Ali were examined with much attention by Captain Scott, who appears to have imbibed an exalted opinion of the views and resources of the reforming despot. It appears that this personage, on a nearer inspection, plays a more amiable and civilised part than Europeans generally ascribe to him: his vigilance, though often mistaken, policy, is confirmed by Captain Scott's account.

To us the most interesting details of these volumes have been those connected with the naval and military force and institutions of the Pacha, which are minutely and severally described by the author. His Highness maintains a land force and a fleet, modelled on the European, commensurate with the state and resources of a power far superior to the Egyptian: but thus appears the Pacha's hobby. The notices furnished by Captain Scott of the Egyptian navy have, he will find, been anticipated by a series of sketches of the Egyptian marine, introduced in this Journal in the years 1853-4, wherein we represented his hero, the "drunken Admiral" Osman Pacha, the statistics of the fleet, and the cruise to Candia. He will also discover in our January and March Numbers of 1854, a project and opinions regarding the occupation of Candia, by Major Mitcheu, chiming in with the later views of the author. It is satisfactory to observe the coincidence of an actual observer who appears to have employed his leisure to such good effect as Captain Scott.

NAPOLEON IN COUNCIL—TRANSLATED FROM THE FRENCH OF BARON PELET (DE LA LOZERE). BY CAPTAIN BASIL HALL.

THIS is a striking and interesting fragment, presenting some Dutch pictures, self-drawn, of "Napoleon the Great"—or may we not more correctly substitute, after glancing at these autographs, "Napoleon *Micromegas*." Vast talent and capacity for business are doubtless displayed in this as in every other record of "The Man"—overlaid, however, by a fund of despotism, ambition, and vanity, sufficient to have sunk twenty Napoleons. Nothing is more remarkable in the character of this "child and champion of Revolution" than his horror of, and contempt for, the convulsion which threw him to the surface, his loathing of democracy, and advocacy of monarchical institutions.

Captain Hall has done justice to the translation—though we observe one or two technical errors—for instance at page 131 the term "*chasseurs*" (*à cheval*?) is rendered by "rifles," who are made to beat the heavy Austrian *cuirassiers*. We conceive, not having seen the original, that Napoleon writes that "the worst regiments of his *light cavalry* (*chasseurs*) attack in inferior numbers the great regiments of *cuirassiers*, and put them to flight." At pages 213 and 257 there are errors in the computation of francs in English money. These are probably errors of the press, and are easily rectified.

THE LIFE OF SIR WALTER SCOTT. Vol. I.

HERE is the characteristic commencement of a life destined to be the most popular in British biography. The opening sample is delicious: authentic, characteristic, familiar, abounding with anecdote and incidents descriptive of striking scenes and congenial crimes, this volume is a feast. Fortunately for posterity, Scott, with that intuitive foresight which gave prescience of his own greatness, and rendered him jealous of misrepresentation, had taken the precaution to put together a notice of his earlier years, which luckily fell into the hands of his son-in-law and biographer, Mr. Lockhart, at the critical moment. With this memorandum, which breathes of the frank and manly character of its author, the present volume opens and then proceeds with the illustrations and additions of the biographer, who prosecutes his task in a spirit and style thoroughly harmonising with his subject.

AN ESSAY ON THE PRIMITIVE UNIVERSAL STANDARD OF WEIGHTS AND MEASURES. BY CAPTAIN T. B. JERVIS, BOMBAY ENGINEERS.

THIS is a curious little volume, in which much labour and considerable ingenuity are evident, however slight its claim to utility may prove: and it certainly forms a strong contrast to the clear matter-of-fact production on Weights and Measures by the scientific Colonel Pasley.

By the sweeping title of the "Primitive Universal Standard" is meant the mean length of the seconds pendulum throughout the earth; for the length divided into forty-eight or twenty-eight parts is said to afford the various linear measures, while the cube of it is said to yield all the measures of capacity; and this cube multiplied into the weight of a cubic inch of water, at its maximum density, when divided by forty-eight or twenty-eight, is asserted to give all the various weights, and in all climes and ages! Wonderful as this instance may appear of *tria juncta in uno*, the writer goes on to affirm that 72,000,000th of the earth's polar circumference is the basis of all superficial measure, and then enters into still greater application of these principles. But he takes no notice of the various results of the endeavours to ascertain this "polar circumference;" nor when he speaks of water at its "maximum of density," does he notice the variety and conflicting tenor of the authorities thereon, but divides

and multiplies *ad libitum* to bring out the desired results. He would fain make it appear that all the systems of weights and measures that existed in any part of the world previous to the French Revolution only required rectification, not alteration; and the same is expressed on our own, on which latter he quotes the Commissioners appointed by act of Parliament.

Captain Jervis examined the metrical systems throughout India with great attention to the minutest details; but then, quitting fact, he again launches into theories which impugn the sense and judgment, saying that one of the measures used in building Solomon's temple was "the very pendulum of which we are in search!" This will be rare news for the Irvingites, who are daily in the habit of abusing modern science without measure.

Captain Jervis appears to have consulted a multitude of authors, but his diligence is directed by a mind so imbued with a darling theory, as to turn and twist everything into his pre-determined conclusion. We expect something better on his next appearance.

TABLES FOR CORRECTING LUNAR DISTANCES, WITH RULES FOR FINDING THE ERRORS AND RATES OF CHRONOMETERS, &c.

BY JOHN G. C. CURTIS, R.N.

WE are often reminded of the value of a laconic question of the late lamented Dr. Wollaston, when he was applied to on scientific subjects: "Where are you? How much do you know?" This precluded a great deal of trouble and unnecessary explanation, and brought the respective parties to the point at once. So, when an additional book is produced upon a topic already often treated upon by others, we would advise the writer, were it only to procure due attention, to distinguish his novelties, discoveries, improvements, or innovations, by italics or red ink, or some such striking method, so that he may have the benefit of the bee's-wing of the reader's mind, instead of its faint comprehension, blunted by wading through extraneous matter.

Having thus relieved our minds by this filip, we are bound to admit that Mr. Curtis has introduced much good work in a compact form; that the various methods of obtaining each desideratum are distinctly stated, and that the tables are excellently arranged. Moreover, we highly commend the author for inserting examples fully and clearly worked out. This agrees with our argument at starting, since the reader sees, by the very heading of these pages, what they contain, and may either patiently thumb them over, if he feels it requisite, or pass them if he has already comprehended his author: still the very *placing* of the work is an important element, and examples even in this respect are therefore valuable. On the whole, we can safely and warmly recommend the work of Mr. Curtis to our naval friends.

NOTICES TO READERS AND CORRESPONDENTS.

OUR critical notices have left us but scanty space for communing with our correspondents: their business, however, will not be the less considered. A number of letters are in type, awaiting room.

"Stories of Greenwich" will be continued, and "The Captain," in the Economy of a Man-of-War, concluded, in our next.

The "wretched quibbler," who tacks some illegible initials to the foot of a woman's note, plays the part of Bobadil to perfection. Were he serious, his obvious and manly course was to drop his mask, and, to use his own words—"appear in person."

The Army, Navy, and Ordnance Estimates, with the Distributions, will be given complete next month.

EDITOR'S PORTFOLIO;
OR,
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

IN earnestly calling the attention of the United Service to the following Prospectus of an Institution destined for their benefit, we acquit ourselves of one of the most important obligations which our prolonged advocacy of their interests has yet imposed on us. The office is as grateful to ourselves as, we trust, its object is pregnant with good to them; and although the project itself, as here set forth in simple and honest terms, honoured by the express patronage of their Sovereign and guaranteed by names so illustrious on the rolls of his Fleet and Army, is fully calculated to induce an instant conviction of its expediency and promise, we feel warranted in believing that a few words of recommendation from friends so tried and true may have some weight with our United constituents, in whatever region of the globe their lot may have placed them.

The vicissitudes and contingencies of Naval and Military service, especially under the wide-spread flag of Great Britain, render the *principle* of Life Assurance of peculiar moment to the United Profession, while the same causes have obstructed its *practice* upon terms equally advantageous to the Military or Naval as to the civil classes.

It has been felt, however, that this wide distinction between the combatant and resident orders has been overstrained, and that the excessive difference of mortality may, after all, have been, with local exceptions, rather conventional than positive. To prove this fact and turn it to account, by eliciting the *minimum* rates at which Naval and Military Assurances could be safely effected, special computations have been entered into, upon a comprehensive scale, by the most accredited of British actuaries, Mr. Finlaison, aided by the experience in professional statistics of an officer whose opportunities of information and mastery of this subject are peculiar. To an elaborate analysis, executed by the former gentleman, of the conditions of individual life amongst a generation of officers passing through a period embracing every contingency which is supposed to annex additional risk to the career of arms, are superadded deductions from official returns of the mortality in the British Army for the last twenty years, abstracts of many of which have appeared in this Journal, together with authentic lists of the loss in officers sustained during the Peninsular War.

The general results have been found to warrant a scale of assurance strictly equitable, highly advantageous to the Assured, and bringing the Naval and Military classes more on a level, in this important operation, with civilians.

Need we point out with what well-founded confidence an officer may, through the medium of this *professional Society*, look forward to a future provision for his family—punctually guaranteed without delay or

cavil by the united body of brethren, whose interest and objects are those of a family on a vaster scale. And here we must be permitted, though in truth our pride revolts from a disclaimer which the character of the object itself and of those who promote it may well appear to render superfluous, to deprecate all suspicion of *speculation* or merely *mercantile* views in the undertaking we have now the pleasure to submit to our brother officers. No, Gentlemen,—the project we lay before you and recommend to your adoption and support is unalloyed by a sordid motive: were it otherwise, the *United Service Journal* could not have been the channel of its introduction.

Without meaning any invidious allusions to other Societies, the exactions and restrictions of which, upon calculations of self-interest, have hitherto operated nearly as a prohibition upon Naval or Military Insurance, we must again emphatically direct the attention of the United Service to **THEIR OWN** Association; and to the long-sought benefits they may at length hope to reap from its maturity. We need not urge them farther, nor expatiate on details which are sketched in the Prospectus, and will more properly and satisfactorily develop themselves. The measure has been anxiously and perseveringly planned for **THEIR GOOD** alone—it is patronised by their King, whom we know to be paternally interested in its success—it is cordially promoted by the Authorities of all arms and departments, who will facilitate its working even in distant lands—is supported by many of the most glorious names blazoned on our modern annals—and directed by representatives who have a fixed stake, and no views or interests apart from those of their clients. What further guarantee can be required?

PROSPECTUS.

THE ROYAL NAVAL, MILITARY, AND HON. EAST INDIA COMPANY LIFE ASSURANCE SOCIETY.

The Proprietary to consist of Officers of the Royal Navy, Army, Marines, Militia, Yeomanry, Fencibles, and the Hon. East India Company's Service; Officers retired from those Services respectively, and the accredited Agents of the United Service.

Capital, 500,000*l.*, with power to increase it to ONE MILLION. To be divided into shares of 25*l.* each, of which no proprietor can hold more than 100. An Act of Parliament will be applied for, and each proprietor protected from being responsible beyond the amount of his shares.

Assurances will be granted upon the lives of persons in every profession and station of life, wherever resident.

UNDER THE GRACIOUS PATRONAGE OF HIS MAJESTY.

VICE-PATRONS.

The Earl Minto, G.C.B., First Lord of the Admiralty; the Right Hon. Lord Viscount Howick, Secretary at War; General the Right Hon. Lord Hill, G.C.B., G.C.H. and K.G., General Commanding-in-Chief; Lieut.-General the Right Hon. Sir Hussey Vivian, Bart., G.C.B. and G.C.H., Master General of the Ordnance; Lieut.-General Sir Herbert Taylor, G.C.B. and G.C.H., Principal Aid-de-Camp to the King; Lieut.-General Sir J. W. Gordon, Bart., G.C.B. and G.C.H., Quartermaster-General; Major-General Sir J. Macdonald, K.C.B., Adjutant-General; His Grace the Duke of Richmond, K.G., Colonel Sussex Militia; the Most Noble the Marquis of Thomond, Colonel Cork Militia; General the Right Hon. Lord William Berkeley, G.C.B. and G.C.H.; Admiral Sir Harry B. Neale, Bart., G.C.B. and G.C.M.G.; General Sir Edward Paget, G.C.B.

and G.C.H., Governor of Chelsea Hospital; Admiral Sir Philip C. H. Durham, G.C.B.; Commander-in-Chief Portsmouth; Admiral Sir Thomas Byam Martin, G.C.B.; General Lord Viscount Combermere, G.C.B. and G.C.H.; Admiral Sir Pulteney Malcolm, G.C.B. and G.C.M.G.; Admiral Sir Edward Codrington, G.C.B. and G.C.M.G.; General Robert Bell, Hon. E.I.C. Service; Lieut-General the Right Hon. Lord Strafford, G.C.B. and G.C.H.; the Most Noble the Marquis of Huntley, K.T., Colonel Aberdeen Militia; Vice-Admiral Sir David Milne, K.C.B.; Vice-Admiral Sir Thomas M. Hardy, Bart., G.C.B., Governor of Greenwich Hospital; Vice-Admiral Sir Charles Adam, K.C.B., Lord of the Admiralty.

DIRECTORS.

Admiral Right Hon. Sir George Cockburn, G.C.B.; Vice-Admiral Sir Charles Rowley, Bart., K.C.B. G.C.H.; Lieut-General Sir John Elley, K.C.B., K.C.H. and M.P.; Major-General Sir Patrick Ross, K.C.H., K.C.M.G.; Major-General Sir James Cockburn, Bart., G.C.H.; Major-General Sir Alexander Dickson, K.C.B., K.C.H., Deputy Adjutant-General Royal Artillery; Captain Sir Thomas Troubridge, Bart., R.N., M.P., Lord of the Admiralty; Colonel Edward Wynyard, A.D.C. to the King; Colonel Sir Jeremiah Bryant, H.E.I.C. Service; Colonel Sir William Gossett, Royal Engineers, K.C.H.; Lieut-Colonel Sir Frederic Smith, Royal Engineers, K.H.; Lieut-Colonel Purchas, H.E.I.C. Service; Lieut-Colonel Hanmer, late R.H.G., M.P.; Major Shadwell Clarke, K.H., F.R.S.; Dr. Hair, R.H.G.

With power to add to their numbers.

Bankers—Messrs. Cockburn and Co., Whitehall; Messrs. Smith, Payne and Smith, Lombard-street.

Physician—Dr. Hume.

Surgeon—W. D. Watson, Esq.

Solicitors—Mess. Bicknell, Roberts & Finch, 57, Lincoln's-Inn-Fields.

Actuary—John Finlaison, Esq., the Government Calculator.

Life Assurance Societies have increased, as experience has developed the numerous and important advantages they secure; and it is clearly established that the members of a profession, by themselves forming a Society, can greatly increase and improve those advantages.

The clerical, legal, and medical professions have most successfully adopted that course, whilst the members of the Navy and Army, a far more numerous body than either, and to whom life assurance is peculiarly valuable, are not only without any such association, but are virtually excluded, by all existing offices, from the full benefits of insurance.

Some of the present and most respectable offices decline to insure the life of any officer employed on actual service; in many, a policy effected on the life of an officer becomes absolutely forfeited on his being so employed, and in none can the assured maintain his policy when on actual service, unless the directors shall have undertaken the extra risk, upon payment of an arbitrary, and probably to the assured, a ruinous premium.

To the Navy and Army, many members of which depend on life interests, life assurance is peculiarly valuable, as they are thereby enabled to secure a provision for their families, without materially abridging the comforts and conveniences which their station in life may render necessary.

To supply this deficiency, several officers of rank have, for many months past, been occupied with the consideration of this important subject, and tables have been expressly prepared for this Society, founded on data collected from the best sources for the insurance of the lives of persons resident in, or going to, any part of the globe, and however employed, and with fixed rates of insurance, calculated on most advantageous terms to the assured.

To this part of the proposed plan, offering exclusive advantages not hitherto held out by any association, the attention of the Service is particularly called, as means will be provided for the insurance, on or near the spot, of officers actually abroad and in every part of the empire.

Provision is made against forfeiture of a policy on the residence or place of service of the life assured being changed.

To meet the cases of different classes of insurers, premiums may be paid by a fixed yearly sum, by payments for a limited number of years, or by payments on an increasing or decreasing scale.

The profits to be apportioned, at stated periods, amongst the assured and proprietors, the assured receiving at least three-fifths of such profits.

Policies effected by persons on their own lives, who shall die by their own hands, will, so far as regards the assured, become void, but will be held valid so far as extends to any *bona fide* interest acquired by any other person.

The sums due on policies will be paid within three months after proof of the requisite facts; and if any person assured in this Society for seven years or for life should die within thirty days after the premium shall have become due (the premium remaining unpaid), such insurance shall not be rendered invalid, in case the premium shall be paid within such thirty days.

Persons having been insured for the space of two years for the whole period of life, will have the power of electing either from among the proprietors or the assured two of the four auditors of the Society.

Applications for shares to be addressed to the Secretary, by letter, free of postage, at the offices of the solicitors, 57, Lincoln's-Inn-Fields, where parties may obtain any information respecting the Society which they may require.

W. D. WATSON, Secretary.

THE cessation of Sir Leonard Greenwell's functions as Commandant of the garrison of Chatham, in consequence of his promotion to the rank of Major-General, affords us an opportunity of doing justice to the conduct of that experienced Officer in discharging the duties of the complicated command from which, to the regret of the garrison, he has just retired. Blending the firmness of a soldier, perfectly acquainted with and determined to enforce the obligations of duty, with a judicious discrimination and conciliatory demeanor, Sir Leonard Greenwell succeeded in conducting the clashing details of a mixed garrison like that of Chatham with benefit to the Service, and to the marked satisfaction of the troops successively under his orders during a period of six years. It is by the appointment of Officers of reputation and capacity to responsible situations, whether at home or abroad, that the interests, honour, and zeal of his Majesty's service are best promoted.

We have observed with no little surprise the creation of a new and separate command at Chatham, which is thus announced in the Gazette of the 24th ult. :—"Staff.—Brevet Lieut.-Colonel Charles Cranstoun Dixon, from the half-pay unattached, to be Major and Military Superintendent of Hospitals at Chatham." A sketch of the origin of this appointment will account for the surprise we have unavoidably felt at its announcement.

Till lately the Staff of the garrison of Chatham comprised two Staff-Captains, the junior of whom remained in charge of the depot at Port Pitt—to which reference is made as "Hospitals" in the new appointment—while the senior was stationed in London with the title of "Staff-Captain at Chelsea," his duties embracing the "military superinten-

dence" of York Hospital and of all the invalids sent up every month from Chatham for examination before the Board at Chelsea, the final payment of the latter on discharge, the inspection of troops embarking at Deptford, and, in short, a variety of regular or contingent services, with the correspondence resulting from them. In 1833 it pleased the Powers to abolish this situation, and reduce the officer holding it, then twenty-two years a Captain and of twenty-eight years standing in the Service, to the handsome provision of 7*s.* a-day, without the slightest compensation or consideration. That this measure could have proceeded altogether from the prevailing spirit of retrenchment is rendered doubtful by the fact that, while it appeared a matter of moment to the nation to save the difference between the full and half-pay of one of its military servants, it was found both fair and feasible to *augment* the salary of a civil clerk at Head-Quarters from 500*l.* to 800*l.* per annum, with a retirement of 600*l.* a-year!

But what were the consequences of this improvident economy? Confusion, inconvenience, and obstruction to the service. By the reduction of York Hospital, without any substitute, the unattached sick, with their contagious complaints and irregular habits, were thrust promiscuously upon the regimental hospitals of the household troops, who naturally protested against so dangerous and disorganising an intrusion—the invalids from Chatham were not duly looked after—the Guards embarking at Deptford were not inspected—and all was in most admired disorder, to the manifest perplexity of the authorities. The partial remedy consisted in ordering the Staff-Captain from Fort Pitt to attend the monthly examinations and payments of the invalids in town, thereby causing that officer to lose nearly a week between Chatham and London, which ought to have been devoted to the superintendence of his charge at Fort Pitt, where no other officer is stationed. The natural result ensues—some irregularity occurs in the latter establishment, to remedy which a new appointment is created at double or treble the cost of that which was so inconsiderately dispensed with!

We have been informed that the pamphlet, noticed by us last year, in which Major Pringle Taylor found himself compelled to vindicate his conduct in the eyes of his comrades, has subjected his motives to misapprehension in quarters where it was his earnest desire and object respectfully to set himself right. In a similar spirit Major Taylor has forwarded to us the subjoined statement, to which we readily give insertion, and trust that it may have the desired effect.

We avail ourselves of the present opportunity to notice another case which, like that of Major Taylor, stands wholly apart from those baseless appeals now-a-days foisted with such persevering intrigue and effrontery upon public and official sympathy—we allude to the case of Captain Warrington, 3rd Dragoon Guards, tried on charges arising out of the riots at Bristol, and, at the earnest recommendation of the Court, permitted to retire from the Service by the sale of his commission. There can be little doubt, we think, that on the lamentable suicide of Colonel Brereton, circumstances pointed out Captain Warrington as an expiatory sacrifice for the misdemeanours of his chief; and the military indiscretions of the subordinate officer, though exaggerated, as, for instance, when Captain W. was reported to have waved his helmet,

instead of his Cornet who had really done so, suffered the stern penalty with which a most careful and conscientious tribunal felt called upon to visit them: his offence, however, was purely *professional*, and the result rather of inexperience and a trying emergency than of a want of zeal or spirit.

We are amongst those who, viewing the appropriate constitution and equitable working of our Military Courts, are sensible that their decrees should only be meddled with in very particular and extreme cases, and upon grounds wholly distinct from the quibbles which pervert and paralyze the common law. It is obvious that the value of such an institution is in proportion—firstly, to the care and justice of its judgments; and, secondly, to the respect with which they are executed and observed. Every instance of tampering with the decision of a Court-martial, unexpectedly composed and conducted, is a shock to the moral effect and efficiency of the system.

We know that the case of Captain Warrington, plainly stated and authenticated, was last year submitted to Lord Hill, by whom it was received with characteristic kindness; and although the issue may have been for the present unsuccessful upon the plea of precedent, example, or the inviolability of the sentence—and we fully admit the propriety of caution—it is due to the appellant to testify, that whatever may have been the military errors for which Captain Warrington has forfeited his rank as an officer, in a moral light, and as a gentleman, he has not incurred reproach.

The following are the observations of Major Taylor:—

The narrative I published last March has exposed me to the three following animadversions, to which I deem it necessary to reply.

1st, That it was altogether unbecoming in me, as a military officer, to appeal to the public, through the press, in justification of my professional character, instead of submitting my case to my official superiors for that redress to which I was entitled.

2nd, That I was very culpable in publishing what must be considered a convincing proof that the promulgated decisions of the King, as head of the Army, are treated without any consideration by the military authorities; and that it was especially unbecoming in me, as an officer, to publish facts which prove to the soldiery that there is not only immunity from punishment, but positive countenance and support from the Horse Guards when they really break out into flagrant acts of mutiny.

3rd, That the assertion I made in my narrative—that my conduct and character had always been approved of by my superior officers, is a very general one, and that the treatment I experienced from the Commander-in-Chief would lead to an inference diametrically opposed to that assertion.

Reply to the 1st.

I did submit my case to the Commander-in-Chief, and I did appeal most earnestly for redress and reparation, but in vain; and I was abandoned to the destruction of my professional prospects, to the prejudice of my position in society, and to the injury which resulted to my private fortunes. Some time after the appointment of the Commission on Military Punishments, I found that my case would necessarily come before the public, involved too in the misrepresentations with which it had been enveloped. I consequently drew up my "Narrative," and I submitted it on the 14th June, 1835, to the Commander-in-Chief, with the intimation of the necessity I felt there was for publishing it in self-

justification; but with the expression of my desire to shape my conduct in conformity with his Lordship's wishes.

On the 24th September, 1835, I again submitted it to Lord Hill, expressing my reluctance to publish, most respectfully appealing to his kindness, and declaring my persuasion that it never could have been the intention of the military authorities to place me in a position which precluded me from retiring into private life without subjecting myself to insults or indignities for a long period of years.

I was told in reply that Lord Hill thought my case had been properly disposed of at the time, and that he declined to take into consideration a document of such a description as my "Narrative;" the publication of which, he informed me, must rest entirely upon my own responsibility and judgment.

It will be seen from my Narrative that I also transmitted it to the Commission on Military Punishments, through their president, Lord Wharncliffe. I was induced to send it to them from a hope that their reception of it, or their examination of myself personally upon the subject, would relieve me from the necessity of publishing: but Lord Wharncliffe's reply dispelled those hopes.

I had recourse to every other measure that suggested itself as at all likely to render publication unnecessary; but failed in them all; and I was at last compelled to publish the facts of my case, owing to the palpable allusion to it, in disparagement of my conduct and character, in the proceedings of the Military Commission.

Reply to the 2nd.

I have shown in the preceding reply that I took every measure that was in my power to render unnecessary that appeal to the press, which was so decidedly opposed to my military feelings. It is not therefore fair to tax me with the evils which may result from my publication, more especially as any apprehensions of such results may be allayed, even now, by the authorities retracing, in the face of the Army, the measures that were taken to my disadvantage.

Reply to the 3rd.

I would have furnished proofs of the correctness of this assertion, but I was withheld from a reluctance to appear as if I attached undue importance to my poor services and claims to kind treatment from the authorities. I now, however, think it advisable to produce the following extracts from some of the testimonials I have received from the superior officers in all the parts of the world where I have served. They are recorded at the Horse Guards, and they will, I hope, now prove of some service to me by justifying my having made the assertion I did in my Narrative.

From Lieut.-General Sir Theophilus Pritzler, K.C.B., late Lieut.-Colonel and Colonel Commanding the late 22nd Light Dragoons, and in command of a Field Division of the Madras Army.

"I have known him since he entered the Service in 1812, and from that period to the disbandment of the 22nd Light Dragoons, in 1820. His conduct has been invariably that of a most zealous officer: he set an example of conduct to every individual of the corps, of which he was one of the greatest ornaments; and from his zeal, habits, ability, and general conduct, he was esteemed by every officer under whom he served; and he was deemed invaluable in every staff situation he held.

"Upon every occasion where the regiment has had a chance of being employed he has pressed his services; and when it took the field, in 1816, he made a most extraordinary exertion to join it. In 1817, when the Cavalry under my command were engaged with the enemy at Bucktawlie, he was thanked by his commanding officer for his conduct; and at Nagpore, on a similar occasion, he joined his troop when very seriously ill."

From the thanks communicated in Orders to the Cavalry Brigade, for the Cavalry action at Ashta on 20th February 1818.

"To Brigade-Major Pringle Taylor the Brigadier renders his best thanks for his attention, assiduity, and promptitude, and for his gallant conduct through the course of the day."

From Lieut.-General Sir Lionel Smith, K.C.B., commanding a Field Division of the Bombay Army.

"I recur with sincere pleasure to the benefits of your exertions and activity as Brigade-Major of Cavalry in action with the enemy at Ashta, on 20th February 1818. Your personal services were appreciated by me, and I offer you my grateful recollection of your spirited and exemplary conduct on that occasion, and the expression of my sincere respect for your character."

"Believe me I shall always bear in recollection your gallantry and honourable career when I had the honour of your services in this country."

From Lieut.-General Sir Theophilus Pritzler, K.C.B., commanding Field Force of the Madras Army.

"At the storm of Copaul-Droog, on 13th May, 1819, he obtained permission to accompany one of the storming parties, at the head of which one officer was killed, and the other three wounded, and where, when showing an example of the most determined bravery, he was shot through the breast."

"To his conduct when he was so desperately wounded, I can bear the most ample testimony, as it happened under my immediate orders, and was in my report (transmitted to the Most Noble the Marquess of Hastings) particularly noticed; nothing could exceed his determined bravery, and I believe few officers have recovered who have been so severely wounded."

From the reply to Lieut.-General Sir Theophilus Pritzler, K.C.B., from the Military Secretary to the Commander-in-Chief.

"I am directed to acquaint you that his Royal Highness will be glad if he should have the opportunity of employing an officer to whose gallantry, zeal, and general merits, you have borne so strong a testimony."

From a letter from Henry Russell, Esq., the British Minister at the Court of the Nizam, under whom Sir Theophilus Pritzler's force were acting.

"After what I heard of your personal gallantry and exertions at Copaul, and of the very eminent degree in which you contributed to the success of the assault, it is impossible that I should omit any exertions by which it may be in my power to assist you or advance your interests. I have, consequently, written to Lord Hastings, soliciting his Lordship's favourable consideration to your case."

From a letter from General the Marquess of Hastings, K.B., Governor-General and Commander-in-Chief in India, to the Duke of York, Commander-in-Chief of the Army.

"If his meritorious conduct has not been brought to the notice of his Royal Highness the Commander-in-Chief, the omission has been occasioned by an oversight; and on public grounds his case is recommended for favourable consideration."

From the reply of the Duke of York to the Marquess of Hastings.

"His name has already been noted for the purchase of promotion, in consequence of the strong testimonials of good conduct which he has produced, and your Lordship's recommendation cannot fail to give due weight to his application."

From a letter to the Duke of York, as Commander-in-Chief, from General Lord Charles Somerset, Governor and Commander-in-Chief of the Cape of Good Hope.

"I feel it incumbent upon me to say, that he has given me and my son (who commands the Cape Cavalry) every satisfaction by his conduct both

as a gentleman and an officer, and I beg to recommend him to your favour. He is a very fine young man, and a very intelligent officer, and he will give you some idea of the harassing and arduous nature of the service on this frontier."

From the Duke of York's reply to General Lord Charles Somerset.

"I am ordered to acquaint you that his name is upon the list of candidates for the purchase of promotion, and his Royal Highness will be glad when it may be in his power to bring him forward, aware as he is that he is very deserving of the favourable opinion your Lordship has expressed of him."

From a letter from Lieut-General Sir Alexander Woodford, as Lieut.-Governor of Malta.

"I can most truly and seriously assure you, that my acquaintance with you at Malta, impressed me with very favourable notions of your general propriety of conduct both as an officer and a gentleman. In your military duties, zeal and personal activity, and intelligence in drill and manoeuvre, could not be denied to you; and in private society I can equally bear testimony to your good manners and obliging disposition. During the period of Lieut.-Colonel Wyll's illness, when I personally superintended the drill of the 95th Regiment at Malta, the manner in which you fulfilled your regimental duties as Major merited my full approbation."

NOTE.—The Marquess of Hastings, as Governor of Malta, in one of the last official acts of his life, again solicited the Commander-in-Chief's favour to my case.

From Lieut-General Lord Harris, commanding the Northern Division when the depot 95th Regiment were quartered at Sunderland, written upon acknowledging the receipt of my explanation and replies to the animadversions of the Duke of Wellington.

"I return the statement you did me the favour to send, which I have read with much interest; and I can with truth assure you, that the perusal has fully confirmed the favourable opinion I formed of you on my first acquaintance."

From a letter from the Military Secretary.

"Horse Guards, 6th March, 1827.

"I have submitted to the Commander-in-Chief your letters and memorial of the 2nd instant, with the enclosures, and I am directed to acquaint you, that your name continues upon the list of candidates for the purchase of promotion on full pay, as noted by direction of his late Royal Highness, and his Grace will be glad when circumstances shall admit of his carrying into effect his Royal Highness's intentions in your favour."

From General Sir Herbert Taylor, the Deputy Secretary-at-War—
Military Branch.

"12th May, 1827.

"I have brought your application for the purchase of an unattached Lieutenant-Colonelcy before the Secretary-at-War, and have stated your services and character to entitle you to favourable consideration, and I shall be glad upon that ground to forward your views as much as it may be in my power."

NOTE.—In addition to the above, I was personally assured by the Military Secretary, that the opinion of me and my claims was so favourable, that I should be immediately promoted upon the first opening, either with or without purchase; and that I could not be more desirous of promotion than the authorities were to promote me.

Although we can add little to the arguments of the intelligent Correspondent, whose letter, respecting the Army and Navy Club, is subjoined, we readily give our confirmation to their propriety, and our

recommendation that they should be received with attention. We would point out one feature in the proposed Club which should, we think, weigh with those officers especially who are, with regard to a Club, "unattached," and even serve as an inducement to such as may be members of other Clubs where a similar privilege does not exist—we mean the power of entertaining a friend. The principles of Clubs, generally, being exclusive, it cannot be expected that the privilege should be made common; it is desirable, however, that a few should possess it,—and those members of the United Service, to whom it may be convenient to avail themselves of such an advantage, cannot do better than join the Army and Navy Club.

MR. EDITOR.—With all who take an interest in promoting the welfare of the two branches of the United Service, of the wishes, wants, and interests of which, your Journal has been so long and so happily the accredited organ, I have to express my sense of the obligation under which you have laid the officers of both by promoting an object, as to the importance of which there cannot be two opinions. I allude to the trouble you have taken to recommend to the favourable notice of your readers the plan, now in progress, for the establishment of the Army and Navy Club.

It were now a work of supererogation to enlarge on the benefit of those institutions, the advantages which have been so strongly felt, not only in adding to the comfort of the individual members, but in promoting the harmony and mutual respect of those two branches of public Service, on whose union both in heart and hand, the welfare of our country must be at all times found depending. Of the success of the present effort to extend their benefits there cannot be a doubt, when we consider the auspices under which it has commenced. When it is stated, that under the immediate presidency of Sir Edward Barnes, the able head of the Provisional Committee, it is countenanced and supported by the Duke of Wellington, Lord Hill, Sir Philip Durham, and other distinguished officers, whose names are now enrolled among its members, who amount already to above three hundred, I am fully justified in auguring its ultimate and complete success. In doing so, however, I would at the same time, Mr. Editor, invoke your friendly and efficient aid, in calling on other officers whose names stand high in either Service, to follow the example of the above distinguished individuals, and to give it their support, not only by themselves becoming members, but also by recommending it to the notice of their juniors in rank, that the advantages it is peculiarly calculated to offer the latter, may be secured to them with the least possible delay. When I say that there are advantages which are peculiar to it, I am very far from wishing in any way to depreciate the plan or management of others. Having, however, all the benefit arising from the working and experience of these, it will only require to examine the contemplated regulations of the Army and Navy Club, to perceive that it does hold out advantages which they do not embrace.

One of the greatest improvements suggested is, that members should have the privilege of inviting a friend to dine, and therefore, that the strangers' room should be on such a scale as to admit of this being done with comfort to the parties. In promoting a more general intercourse between seniors and juniors,—in affording to the latter some of their advantages during the long period in which they may be waiting as candidates for admission into this or other clubs,—above all, as highly gratifying to the feelings of the members themselves, it must be superfluous to point out the superiority to be derived from this most liberal feature in its constitution.

Its superiority in this respect must be obvious to the members of the existing Service Clubs, who must often feel the want of such a room, where

they might meet their friends, and converse without obtruding on the privacy of others. The want of it must be felt, especially, by those, who, meeting with some quondam messmate,—a thing which must so often happen on this great thoroughfare and highway of the world,—are precluded by the regulation of their Club from asking him to meet them, where, after a comfortable dinner, over a bottle of good wine, they may have a quiet chat about old times, old scenes, old facts, and old friends. So precluded, it is evident that they are thereby deprived, not only of one of the chief advantages to be derived from institutions of this nature, but also of the enjoyment of one of the greatest of the luxuries this world can give, after roughing it, Mr. Editor, by sea or land, as some of us have done.

W. M.

The annual meeting of the United Service Museum took place on the 4th ult., and went off as similar assemblages usually do. A course of lectures is to be commenced in the early part of April, of which due notice will be given.

Captain W. H. Smyth, R.N., Vice-President of the Royal Society, has been elected, by a large majority, a Corresponding Member of the French Institute, for the Section of Astronomy.

Our comments on the disasters of the wretched "Legion" during the last month can possess no novelty either of fact or opinion—the general voice, both at home and abroad, has pronounced sentence on the callous and culpable imbecility which has flippantly exposed the royal arms of England to dishonour, and hilted out its subjects to murder and be murdered.

In the various communications we have received on this humiliating subject, there is a perfect concurrence as to the complete and disgraceful character of the defeat sustained on the 16th ultimo by the Anglo-Christinos. We have never deviated from our course to be the Chroniclers of an adventure unconnected with the British Service, at variance with its purely patriotic character, and unauthorized by any law but that of Might;—nor has it been without deep regret, that we have felt ourselves precluded from tracing and advocating the fortunes of the gallant Leader of that fated force, whose personal qualities none can more highly appreciate than ourselves; but we have never yet swerved from the line we consider that of our duty, to which, at whatever sacrifice of personal predilections or self-interest, we shall adhere to the last. Our sketch of these transactions, therefore, must be brief.

The combined concentric movement, to which we alluded in our last, destined to inclose and crush the Carlists, commenced on the 10th of March, by a sally of the Anglo-Christinos, amounting to 13,000 or 14,000 men, under Evans and Jauregui, from St. Sebastian, and the occupation by those troops of the Carlist advanced lines, which, in fact, were a portion of those taken possession of last year by the present assailants. This limited success was not achieved without considerable loss to the Christiano-Spaniards, who bore the brunt of the affair, the Carlists, apparently by concert, making no decided stand till they had fallen back on their positions in front of Hernani. On the 15th the attack was renewed, and, after an obstinate defence, the fortified position of the Venta, or fort, of Oriamendi forming the key to Hernani, was carried. On the 16th, an attempt was made to penetrate to that town, but the Carlists, having

received a timely reinforcement under Don Sebastian, in turn made a bold and skilful attack on the Anglo-Christinos, whom they completely outmanœuvred and outflanked, routing and driving them pell-mell back towards St. Sebastian. The battalion of ROYAL MARINES, posted in rear of the right, covered the retreat with the usual discipline and valour of the KING'S TROOPS, and saved the fugitives from utter ruin, and the artillery from inevitable capture. This Army, thus disorganized and dispirited, must be considered, for the present, *hors de combat*. During these operations, a large force of *British* Artillery, comprising every variety of missile, dealt havoc and disorder amongst the ranks of the intrepid and devoted peasants, who dared to defend their hearths against foreign invaders; the effect, as in former cases, was irresistible. Whatever success has been achieved in this war of oppression and shame, has been decided by this arm. The Carlists had not a gun to retort with, and, according to the documents before us, were, in every instance, greatly inferior in numbers to their assailants. On the 10th, they had not 5,000 men to oppose 14,000. The Anglo-Christinos engaged without reserves; and appear to have acted with little plan or precaution. Their losses estimated at about 3,000. The Auxiliaries, according to our accounts, were drunk in the action, having had abundance of aguardiente, but no rations on the 16th.

In the meantime Sarsfield, who seemed in earnest, had moved from Pamplona, first attempting the Bastan and then the Borunda, and finally, withdrew again to the former fortress, pleading the impassability of the roads from the fall of snow. The truth, however, appears to be, that in addition to the extreme obstacles of the country and season, he was foiled and forced to expose his troops to the inclemency of the weather by the manœuvres of Don Sebastian, who, with good advice, has exhibited extraordinary vigour, and capacity for command, throughout these operations. Espartero, lazily issuing from Bilboa, was supposed to have gained Durango, whither the Carlists, led by Don Sebastian, and flushed with success, had marched to attack him. So far, at least, has the combined movement been defeated.

But, trusting that these degrading and un-English proceedings may be arrested ere further mishap ensue, we gladly quit a subject without one cheering ray, save the maintenance of their high reputation by the battalion of Royal Marines, thus proving, were proof wanted, that under the Royal and National Standard only are Englishmen invincible. We must not, however, omit an approving allusion to a proposition made to the Christino-Generals by the intrepid Cabrera, in consonance with the known disposition of the amiable and humane Prince he so efficiently serves, but who has been forced into retaliatory measures by the barbarous practices of his opponents. Cabrera, whose aged mother was murdered by Mina, proposes that the war *ad internecionem* shall cease, and that hostilities shall be conducted on the recognised principles of civilized war.

Respecting Gomez, and the charges brought against him, apparently with justice, we have much information, which want of room compels us to postpone.

STATIONS OF THE BRITISH ARMY ON 1ST APRIL, 1837.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed.]

- 1st Life Guards—Hyde Park.
 2nd do.—Windsor.
 Royal Horse Guards—Regent's Park.
 1st Dragoon Guards—Manchester.
 2nd do.—Longford.
 3rd do.—Ballynecollig.
 4th do.—Dorchester.
 5th do.—Leeds.
 6th do.—Nottingham.
 7th do.—Birmingham.
 1st Dragoons—Dublin.
 2nd do.—Dundalk.
 3rd do.—Cahir.
 4th do.—Bombay.
 6th do.—Brighton.
 7th Hussars—Hounslow.
 8th do.—Dublin.
 9th Lancers—Edinburgh.
 10th Hussars—York.
 11th Light Dragoons—Bengal.
 12th Lancers—Coventry.
 13th Light Dragoons—Madras.
 14th do.—Glasgow.
 15th Hussars—Newbridge.
 16th Lancers—Bengal.
 17th do.—Ipswich.
 Grenadier Guards [1st batt.]—Wellington B.
 do. [2nd battalion]—St. John's Wood.
 do. [3rd battalion]—Brighton and Windsor.
 Coldstream Guards [1st batt.]—Dublin.
 do. [2nd battalion]—St. George's B.
 Sc. Fusilier Guards [1st batt.]—Portman B.
 do. [2nd battalion]—The Tower.
 1st Foot [1st battalion]—Limerick.
 do. [2nd battalion]—Canada; Boyle.
 2nd do.—Bombay; Chatham.
 3rd do.—Bengal; Chatham.
 4th do.—New South Wales; Chatham.
 5th do.—Malta, ord. to Ion. Isl.; Gosport.
 6th do.—Bombay; Chatham.
 7th do.—Bolton.
 8th do.—Jamaica; Castlebar.
 9th do.—Bengal; Chatham.
 10th do.—Ionian Isles; Brecon.
 11th do.—Ionian Isles; Waterford.
 12th do.—Athlone.
 13th do.—Bengal; Chatham.
 14th do.—West Indies; Wexford.
 15th do.—Canada; Galway.
 16th do.—Bengal; Chatham.
 17th do.—Bombay; Chatham.
 18th do.—Ceylon; Galway.
 19th do.—Cork.
 20th do.—Bombay, on pass. home; Chatham.
 21st do.—Van Diemen's Land; Chatham.
 22nd do.—Cork.
 23rd do.—Kilkenny.
 24th do.—Canada; Youghal.
 25th do.—Templemore.
 26th do.—Bengal; Chatham.
 27th do.—Cape of G. Hope; Chatham.
 28th do.—N. S. Wales; Chatham.
 29th do.—Mauritius; Devonport.
 30th do.—Plymouth; Hull.
 31st do.—Bengal; Chatham.
 32nd do.—Canada; Plymouth.
 33rd do.—Gibraltar; Barr.
 34th do.—America; Templemore.
 35th do.—Mauritius; Cork.
 36th do.—W. Indies; Plymouth.
 37th do.—Jamaica; Plymouth.
 38th do.—Weeden.
 39th Foot—Madras; Chatham.
 40th do.—Bombay; Chatham.
 41st do.—Madras; Chatham.
 42nd do.—Edinburgh.
 43rd do.—America; Plymouth.
 44th do.—Bengal; Chatham.
 45th do.—Madras; Chatham.
 46th do.—Dublin.
 47th do.—Malta; Portsmouth.
 48th do.—Manchester.
 49th do.—Bengal; Chatham.
 50th do.—New South Wales; Chatham.
 51st do.—Belfast.
 52nd do.—Gibraltar; Carlisle.
 53rd do.—Ionian Isles; Cork.
 54th do.—Madras; Chatham.
 55th do.—Madras; Chatham.
 56th do.—Jamaica; Sunderland.
 57th do.—Madras; Chatham.
 58th do.—Ceylon; Portsmouth.
 59th do.—Malta; Portsmouth.
 60th do. [1st batt.]—Malta; Newcastle.
 do. [2nd batt.]—Gibraltar; Jersey.
 61st do.—Ceylon; Fermoy.
 62nd do.—Madras; Chatham.
 63rd do.—Malta; Chatham.
 64th do.—Jamaica; Fort George.
 65th do.—W. Indies; Kinsale.
 66th do.—Canada; Kinsale.
 67th do.—W. Indies; Sheerness.
 68th do.—Gibraltar; Portsmouth.
 69th do.—W. Indies; Chatham.
 70th do.—Malta; Guernsey.
 71st do.—Dublin.
 72nd do.—Cape of Good Hope; Limerick.
 73rd do.—Ionian Isles; Mullingar.
 74th do.—West Indies; Perth.
 75th do.—Cape of Good Hope; Naas.
 76th do.—W. Indies; Stirling.
 77th do.—Dublin.
 78th do.—Ceylon; Armagh.
 79th do.—Glasgow.
 80th do.—N. S. Wales; Chatham.
 81st do.—Gibraltar; Clare Castle.
 82nd do.—Gibraltar; Cork.
 83rd do.—America; Stockport.
 84th do.—Jamaica; Waterford.
 85th do.—America; Clonmel.
 86th do.—W. Indies; Fermoy.
 87th do.—Mauritius; Nenagh.
 88th do.—Portsmouth.
 89th do.—West Indies; Omagh.
 90th do.—Ceylon; Tralee.
 91st do.—St. Helena; Drogheda.
 92nd do.—Malta; Londonderry.
 93rd do.—Newry.
 94th do.—Birr.
 95th do.—Dublin.
 96th do.—Enniskillen.
 97th do.—Woolwich.
 98th do.—C. of G. H., ord. home; Portsmouth.
 99th do.—Mauritius, ord. home; Plymouth.
 Rifle Brig. [1st batt.]—Chatham.
 do. [2nd batt.]—Ion. Isles, ord. home; Dover.
 Royal Staff Corps—Hythe.
 1st West India Regiment—Trinidad, &c.
 2nd do.—New Providence and Honduras.
 Ceylon Rifle Regiment—Ceylon.
 Cape Mounted Riflemen—Cape of Good Hope.
 Royal African Colonial Corps—Sierra Leone.
 Royal Newfoundland Veterans Comp.—Newfld.
 Royal Malta Fencibles—Malta.

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STATIONS OF THE ROYAL NAVY IN COMMISSION 1st APRIL, 1837.

Action, 26, Capt. Lord Edward Russell, South America.
Asta, 6, sur. v. Capt. A.T.E. Vidal, Coast of Africa.
Alban, st.v., Lieut. E. B. Tinsling, W. Indies.
Algierine, 10, Lieut. W. S. Thomas, East Indies.
Andromache, 28, Capt. H. D. Chads, C.B. East Indies.
Asia, 84, Capt. W. Fisher, Mediterranean.
Astrea, 6, Capt. J. Clavell, Falmouth.
Baham, 50, Capt. A. L. Corry, Mediterranean.
Basilisk, 6, ketch, Lieut. G.G. Macdonald, South America.
Beacon, 8, sur. v., Lieut. T. Graves, Medit.
Beagle, 10, Com. J. C. Wickham, Woolwich.
Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.
Belvidera, 42, Capt. C.B. Strong, West Indies.
Blazer, st. v., Lieut. J. M. Waugh, Medit.
Blonde, 46, Capt. F. Mason, C.B. South America.
Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.
Britannia, 120, Adm. P. C. H. Duham, G.C.B., Capt. J. W. Dundas, Portsmouth.
Buzzard, 3, Lieut. P. Campbell, Coast of Afri.
Caledonia, 120, Admiral Sir Josias Rowley, Bt. K.C.B., Capt. G. B. Martin, C.B. Medit.
Camelion, 10, Lieut. J. Hadden, Lisbon station.
Carroll, st. v., Lieut. E. B. Owen, West Indies.
Carysfort, 26, Capt. H. B. Martin, Medit.
Ceylon, 2, Lieut. ———, rec. ship, Malta.
Champion, 18, Com. G. St. V. King, W. Indies.
Charlydis, 3, Lieut. S. Mercer, Coast of Africa.
Children, 16, Com. Hon. H. Keppel, Medit.
Cleopatra, 26, Capt. Hon. G. Grey, S. America.
Clio, 16, Com. W. Richardson, Mediterranean.
Cockatrice, 6, Lieut. J. Douglas, S. America.
Columbine, 18, Com. T. Henderson, Coast of Africa.
Comet, st. v., Lieut. G. T. Gorlon, Lisbon station.
Comus, 18, Com. Hon. P. P. Cary, Plymouth.
Confluence, st. v., Lieut. W. Arlett, Medit.
Conway, 28, Capt. C. R. Drinkwater, E. Indies.
Cornwallis, 74, Capt. Sir R. Grant, Kt., Plymouth.
Cruizer, 16, Com. W. A. Willis, W. Indies.
Curlew, 10, Lieut. E. Norcott, Coast of Africa.
Dee, 4, st. v. Com. W. Ramsay, Plymouth.
Dido, 18, Capt. I. Davies, C.B., Mediterranean.
Dolphin, 3, Lieut. T. L. Roberts, Coast of Africa.
Dublin, 50, Vice-Adm. Sir G. E. Hamond, Bart., K.C.B., Capt. R. Tait, S. America.
Echo, st. v., Lieut. W. James, West Indies.
Espor, 10, Lieut. C. W. Riley, Falmouth.
Excellent, 76, Capt. T. Hastings, Portsmouth.
Fairy, 10, sur. v. Capt. W. Hewett, Woolwich.
Firefly, st. v., Lieut. J. Pearce, Falmouth.
Flamer, st. v., Lieut. J. M. Potbury, Woolwich.
Fly, 18, Com. R. Elliott, South America.
Forester, 3, Lieut. G. G. Miall, Coast of Africa.
Forté, 44, Capt. W. O. Pell, West Indies.
Gannet, 16, Capt. W. H. Whish, West Indies.
Giffon, 3, Lieut. J. G. D'Urban, West Indies.
Harlequin, 16, Com. J. E. Erskine, Medit.
Harry, 10, Lieut. Hon. G.R.A. Clements, W. Indies.
Harrier, 18, Com. W. H. H. Cargw., S. America.
Hastings, 74, Vice-Admiral Sir W. H. Gage, G. C. H., Capt. H. Shiffer, Lisbon sta.
Hercules, 74, Capt. M. F. F. Berkeley, Sheerness.
Hermes, st. v., Lieut. W. S. Blount, Medit.
Hornet, 6, Lieut. F. R. Coghlan, South America.
Howe, 120, Vice-Adm. Sir R. Osaway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.
Imogene, 28, Capt. H. W. Bruce, S. America.
Inconstant, 26, Capt. D. Pring, Lisbon sta.
Jaeur, 16, Com. J. Hackett, Mediterranean.
Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.
Larne, 18, Com. J. P. Blake, Plymouth.
Leveret, 10, Lieut. C. I. Boswell, Coast of Africa.
Lightning, st. v., Lieut. Jas. Shambler, Woolwich.
Lynx, 3, Lieutenant H. V. Huntley, Coast of Africa.
Madagascar, 46, Capt. Sir J. S. Peyton, K. C. H., West Indies.
Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.
Magnificent, 4, Lieut. J. Paget, rec. ship, Jamaica.
Magpie, 4, Lieut. T. S. Boeck, Mediterranean.
Malabar, 74, Capt. Sir W. A. Montagu, C.B., K.C.H., Lisbon station.
Medea, st. v., Com. H. T. Austin, Medit.
Melville, 74, Vice-Admiral Sir Peter Halkett, G.C.H., Capt. P. J. Douglas, N. America and W. Indies.
Meteor, st. v., Lieut. G. W. Smith, W. Indies.
Minden, 74, Capt. A. R. Sharpe, C.B., Lisbon station.
Nautilus, 10, Lieut. W. Crooke, Medit.
Nimrod, 20, Com. J. Fraser, W. Indies.
North star, 28, Com. Lord John Hay, Lisbon station.
Orestes, 18, Com. J. J. F. Newell, Medit.
Pearl, 20, Com. Lord C. E. Paget, Lisbon sta.
Pelican, 16, Com. H. Popham, Coast of Africa.
Peleus, 16, Com. T. Harding, Portsmouth.
Pembroke, 74, Capt. F. Moresley, C.B., Medit.
Phoenix, st. v., Com. W. H. Henderson, Lisbon station.
Pickle, 5, Lieut. A. G. Bulman, W. Indies.
Pichey, 5, Lieut. E. Bevan, West Indies.
Pique, 36, Capt. Hon. H. J. Rous, Lisbon station.
Portland, 52, Capt. D. Price, Mediterranean.
Princess Charlotte, 104, Capt. A. Faushawe, Portsmouth.
Pylades, 18, Com. W. L. Castle, Coast of Africa.
Racehorse, 18, Com. Sir J. E. Home, Bt. West Indies.
Racer, 16, Com. J. Hope, West Indies.
Rainbow, 28, Capt. T. Bennett, West Indies.
Raleigh, 16, Capt. M. Quinn, East Indies.
Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Medit.
Rattlesnake, 28, Capt. W. Hobson, E. Indies.
Ravage, 4, sur. v., Lieut. G. A. Bedford, C. of Africa.
Revenge, 78, Capt. W. Elliott, C.B. K.C.H., Mediterranean.
Ringdove, 16, Capt. W. F. Lapidge, Lisbon sta.
Rodney, 92, Capt. Hyde Parker, Medit.
Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.
Rose, 18, Com. W. Barrow, East Indies.
Rover, 18, Com. Chas. Eden, South America.
Royal Adelaide, 104, Adm. Lord A. F. Mordaunt, G.C.B., G.C.H., Capt. J. Seagraves, Plymouth.
Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.
Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.
Royalist, 10, Lieut. Hon. E. Plummett, Lisbon station.
Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon station.
Salamanca, st. v. Com. S. C. Daŕcy, Lisbon station.
Samarang, 28, Capt. W. Broughton, S. America.
San Josef, 110, Cap. J. Hancock, C.B., guardship, Plymouth.
Sapphire, 28, Capt. J. Bowley, Mediterranean.
Sappo, 16, Com. T. J. Asker, Plymouth.

Saracen, 10, Com. T. P. Le Hardy, Lisbon sta.
 Satellite, 18, Com. I. Robb, West Indies.
 Savage, 10, Lieut. Hon. E. R. Curzon, Lisbon station.
 Scorpion, 10, Lieut. C. Gayton, Plymouth.
 Scout, 18, Com. R. Craigie, C. of G. Hope.
 Scylla, 16, Com. Hon. J. Denman, Lisbon sta.
 Seaflower, 3, Lieut. J. Roche, Portsmouth.
 Serengeti, 46, Capt. J. Leith, Sheerness.
 Serpent, 10, Com. R. L. Warren, W. Indies.
 Skirmish, 5, Lieut. J. I. Robinson, W. Indies.
 Snake, 16, Com. A. Milne, Sheerness.
 Sparrow, 10, Lieut. R. Loweney, Portsmouth.
 Speedy, 8, Lieut. J. M. Motley, Lisbon station.
 Spider, 6, Lieut. J. O'Reilly, (a) South America.
 Spigee, st. v. 6, Lieut. A. Kennedy, Falmouth.
 Stag, 46, Com. T. B. Sullivan, C.B., S. America.
 Starling, sur. v., Lieut. H. Kellert, S. America.
 Sulphur, sur. v., Com. E. B. Icher, S. America.
 Talavera, 74, Capt. W. B. Mends, Lisbon sta.
 Talbot, 28, Capt. E. W. Pennell, S. America.
 Tamerlane, 104, Capt. T. F. Kennedy, guard-ship, Sheerness.
 Terror, bomb, Capt. G. Back, part. service.
 Thalia, 46, Rear-Admiral Sir P. Campbell, K. H., Capt. R. Wauchope, Cape of Good Hope and Coast of Africa.

Thunder, sur. v. Capt. R. Owen, West Indies.
 Tribune, 24, Capt. J. Tomkinson, Mediter.
 Trinculo, 16, Com. H. E. Coffin, Plymouth.
 Tweed, 20, Com. Hon. F. T. Polham, Lisbon sta.
 Tyne, 28, Capt. Visc. Ingestrie, C.B., Mediterranean.
 Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B. Mediterranean.
 Vestal, 26, Capt. W. Jones, West Indies.
 Victor, 16, Com. R. Crozier, East Indies.
 Victory, 104, Capt. T. Searle, C.B., guard-ship Portsmouth.
 Viper, 6, Lieut. W. Winniett, Plymouth.
 Volage, 28, Capt. P. Richards, Mediter.
 Volcano, st. v., Lieut. W. M. Iwaine, Falmouth.
 Wanderer, 16, Com. T. Bushby, West Indies.
 Warp, 16, Com. J. S. Foreman, West Indies.
 Water Witch, 10, Lieut. J. Adams (b), Coast of Africa.
 William and Mary, yacht, Capt. Sir J. Louis Bart., Woolwich.
 Winchester, 52, Vice-Admiral the Hon. Sir T. B. Capel, K. C. B., Captain E. Sparshott K. H., East Indies.
 Wolf, 18, Com. E. Stanley, East Indies.
 Wolverine, 16, Com. Hon. E. Howard, Mediter.
 Zebra, 16, Capt. R. C. M. Cien, East Indies.

SHOOP OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.
 Biscuits, Lieut. John Downey.
 Delight, Lieut. J. Moore (b).
 Express, Lieut. W. G. Croke.
 Goldfinch, Lieut. Edw. Collier.
 Hope, Lieut. W. L. Rees.
 Lapwing, Lieut. G. B. Forster.
 Linnet, Lieut. W. Downey.
 Lyra, Lieut. W. Forster.
 Magnet, Lieut. S. Griffith.
 Matine, Lieut. Richard Pawle.
 Nightingale, Lieut. G. Fortescue.

Opossum, Lieut. Robt. Peter.
 Pandora, Lieut. R. W. Innes.
 Pigeon, Lieut. W. Lucr.
 Ranger, Lieut. J. H. Turner.
 Reminder, Lieut. H. P. Dicken.
 Swagull, Lieut. J. Parsons.
 Shieldrake, Lieut. A. R. L. Passingham.
 Skylark, Lieut. C. P. Ladd.
 Spray, Lieut. Rob. B. James.
 Star, Lieut. C. Smith.
 Swift, Lieut. D. Welch.
 Tyrian, Lieut. Ed. Jennings.

PROMOTIONS AND APPOINTMENTS.

NAVY.

PROMOTIONS.

TO BE LIEUTENANTS.

E. C. T. D'Eyncourt
 G. C. Adams
 W. C. Metcalf
 Hon. C. Sinclair

TO BE SURGEONS.

Jo. M'William

TO BE PURSERS.

J. W. Nicholls
 Rd. Hayes
 G. Sheppard
 J. Pond

APPOINTMENTS.

Vice-Admiral Sir Robert Waller Otway, Bart. and Knight, to be Commander-in-Chief at Sheerness.

Vice-Admiral Hon. Sir C. Paget, G.C.H., to be Commander in Chief of the North American and West India station.

CAPTAINS.

Sir John Louis, Bart., to the William and Mary Yacht, and to be Superintendent of Woolwich Dock-yard.

W. P. C. Smyth, C. B., Royal Sovereign Yacht, to be Superintendent of Pembroke Dock-yard.

C. H. Paget Howe
 Lord John Hay North Star

COMMANDEERS.

T. Fraser Sappho
 Hon. P. F. Cary Comus
 N. Cory North Star

W. D. Puget Hercules
 P. J. Blake Larne

LIEUTENANTS.

H. H. Bingham Princess Charlotte
 A. Murray Do.
 E. S. Pearce Do.
 Ed. Stopford Do.
 T. G. Forbes Do.
 F. Coppin Coast Guard
 C. D. Warren Do.
 J. Gutzmer Do.
 W. Southey Do.
 F. White Do.
 F. Roberts Do.
 — Fayon Do.
 W. Pilch Do.
 C. E. Tozer Do.
 W. Tullis Do.
 W. Hole Do.
 J. H. Murray Tweed
 T. V. Anson Serampatam
 W. Ellis Do.
 H. Eden Beagle
 J. L. Stokes Do.
 W. C. Budge Victory
 W. C. Aldham Scylla
 J. Lash Howe
 E. C. T. D'Eyncourt (F.L.) Do.
 H. Church Hercules
 H. D. Rogers Comus
 T. Hope (b) Sappho
 J. Hollingworth Do.
 P. B. Stewart Larne
 W. Williamson Sheerness Ord.
 E. Roberts (c) Plymouth Ord.
 R. H. Bunbury Minden

MASTERS.

J. Elson (acting) Princess Charlotte
 Jas. Napier Mast. Att. Malta
 J. Rogers Seringapatam
 R. Easto Victory
 T. A. Wemyss Comus
 A. B. Osborne Beagle
 S. Lark (acting) Sappho
 H. Mapleton (acting) Snake
 W. Lurhey (acting) Polorus
 Jas. Bascombe Larne

SURGEONS.

J. W. Reid Seringapatam
 A. Johnston North Star
 B. Bynoe Beagle
 J. Kay Princess Charlotte
 T. H. Nation Polorus
 H. Williams Comus
 M. Thompson Sappho
 J. Steavenon Larne

ASSIST.-SURGEONS.

A. R. Bradford Princess Charlotte
 W. Kent Do.

C. Priaulx Princess Charlotte
 J. F. Charlton, M.D. Thalia
 C. D. Steel Do.
 S. W. Weube Do.
 J. Bower, M.D. Royal Adelaide
 J. T. Metcalfe Do.
 J. Thompson, M.D. Haslar Hospital
 A. Little Do.
 A. B. M'Pherson Do.
 — Harris Do.
 W. Orr Seylla
 W. H. Foster Flamingo
 J. Lafter Scorpion
 H. R. Banks Frinculo

PURSEURS.

W. Henshelwood Seringapatam.
 E. Brown Comus
 E. F. Roberts Sappho
 G. Sheppard Larne
 J. Pond Hastings
 W. G. Mason Princess Charlotte

CHAPTAIN.

Rev. Ed. Kitson Princess Charlotte

ARMY.

OFFICE OF ORDNANCE, Feb. 20.

Royal Regiment of Artillery—First-Lieut. T. P. Flude to be Second-Captain, vice Hare, dec.; Second Lieut. C. Colville Young to be First-Lieut., vice Flude.

East Kent Regiment of Yeomanry Cavalry—Robert M. Isacke, gent., to be Lieutenant.

WAR OFFICE, Feb. 21.

1st Dragoon Guards—Cornet Thomas Ommamney Phipson to be Lieut. by purch., vice Neville, who retires; Frederick Smythe, gent., to be Cornet by purch., vice Phipson.

2nd Dragoon Guards—Lieut.-General Sir Thomas Gage Montrossor to be Colonel, vice General Sir J. Hay, dec.

9th Light Dragoons.—Lieutenant Archibald Little to be Captain by purch., vice Weeks, who retires; Cornet John Anstruther Thomson to be Lieut. by purch., vice Little; Kingsmill Masley Power, gent., to be Cornet by purch., vice Thomson.

1st or Grenadier Regiment of Foot Guards—Ensign and Lieutenant Arthur William Fitzroy Somerset to be Lieut. and Capt. by purch., vice Digby, who retires; the Hon. Henry Townshend Forester, Page of Honour to the Queen, to be Ensign and Lieut., without purch.; Geo. Grey Rous, gent., to be Ensign and Lieut. by purch., vice Somerset.

Coldstream Foot Guards—Lieut. and Capt. Wm. Stewart to be Captain and Lieut.-Colonel by purch., vice Short, who retires; Ensign and Lieut. Chas. Whitely Deans Dundas to be Lieut. and Capt. by purch., vice Stewart.

Scots Fusilier Guards—Battalion-Surgeon Samuel Good to be Surgeon-Major, vice Edw. Salmon, who retires upon half-pay.

15th Foot—Ensign Henry Grierson to be Lieut. by purch., vice Rindyard, who retires; Charles Edward Astell, gent., to be Ensign by purch., vice Grierson.

* 19th Foot—Lieut. Robert Henry Bunbury, from the h.p. of the 38th Foot, to be Lieut., vice Christopher Sanders, who exchanges.

35th Foot—Lieut. James Gustavus Hamilton Holmes, from the 2nd Foot, to be Paymaster, vice Cochrane, retired on h.p.

36th Foot—Ensign Charles A. Goodman to be Lieut. without purch., vice Despard, appointed Adjutant to a Recruiting District; Edward Molloy, gent., to be Ens. vice Goodman.

42nd Foot—Captain William Guthrie, from the h.p. Unattached, to be Captain, vice Robert

John Napier Kellett, who exchanges, receiving the difference; Ensign Thomas Kinloch to be Lieut. by purch., vice Guthrie, prom.; Archibald Colin Campbell, gent., to be Ensign by purch., vice Kinloch.

56th Foot—Ensign Thos. Johnes Smith to be Lieut. by purch., vice Malby, who retires; Philip Henry Clampton, gent., to be Ensign by purch., vice Smith; Staff Assist.-Surgeon Neil Stewart Campbell to be Assist.-Surgeon, vice Proctor, who resigns.

92nd Foot—Capt. William Bletterman Caldwell, from the h.p. Unatt., to be Captain, vice John Gilbert Ogilvie, who exchanges, receiving the difference.

Rifle Brigade—Brevet Major Thomas Edwin Kelly to be Major by purch., vice Dickson, who retires; Lieut. Arthur Johnstone Lawrence to be Captain by purch., vice Kelly; Second Lieutenant George Hughes Wilkins to be First Lieutenant by purch., vice Lawrence; George Beresford Dawson, gent., to be Second-Lieut., by purch., vice Wilkins.

Unattached—Lieut. William Guthrie, from 42nd Foot, to be Captain by purch.

Staff—Lieutenant Philip Henry Despard, from the 36th Foot, to be Adjutant of a Recruiting District, vice Francis, dec.

Hospital Staff—Brevet Inspector of Hospitals Thomas Draper to be Inspector-General of Hospitals in the Windward and Leeward Islands only, vice Doctor Skey, whose promotion has not taken place.

Memorandum—Captain George William Baker, upon h.p. Royal Artillery, has been allowed to retire from the Service, by the sale of an Unattached Commission, h.p. about to settle in Canada.

WAR OFFICE, March 5.

2nd Dragoon Guards—Surgeon James Dawn, from the 8th Light Dragoons, to be Surgeon, vice Lightbody, appointed to the Staff.

8th Light Dragoons—Assist.-Surgeon John Squair, M.D., from 93rd Foot, to be Surgeon, vice Dawn, appointed to the 2nd Dragoon Guards.

16th Foot—Lieut. Francis Fairtlough to be Adjutant, vice Thompson, promoted.

24th Foot—Quartermaster-Serj. Jones Duke to be Quartermaster, vice Popperal, dec.

62nd Foot—Lieut. P. E. Corfield to be Adj. vice Guy, appointed Quartermaster, Lieut. Wm. Guy to be Quartermaster, vice Egai, dec.

93rd Foot—Staff Assistant Surgeon William

Cruikshank, M.D., to be Assist.-Surgeon, vice Squair, promoted into Light Dragoons.

99th Foot—Ensign H. F. Alston to be Lieut. by purch., vice Seton, who retires; Rupert B. Tiering, gent., to be Ensign by purchase, vice Alston.

Hospital Staff—Surgeon John Lighthody, from the 2nd Dragoon Guards, to be Surgeon to the Forces, vice Badenach, deceased, Jas. Guy Piers Moore, gent., to be Assistant-Surgeon to the Forces, vice Cruikshank, appointed to 93rd Foot.

Memorandum—The half pay of Paymaster E. M'Gath, 56th Foot, has been cancelled from 3rd inst., inclusive, he having accepted a commuted allowance for his commission.

WAR OFFICE, March 10.

2nd Dragoon Guards—Lieut. W. Wernham, from 6th Light Dragoons, to be Lieutenant, vice Dyer, who exchanges; Ensign Jackson Villiers Tuthill, from 17th Foot, to be Cornet by purchase, vice Hogg, appointed to 7th Dragoon Guards.

6th Dragoon Guards—Cornet John Clark to be Lieut. by purch., vice Viscount Kilcourse, who retires; Cornet and Adj. John Johnstone to have the rank of Lieutenant; Cornet W. Hogg, from 2nd Dragoon Guards, to be Cornet, vice Clark.

3rd Light Dragoons—Lieut. John E. Dyer, from 2nd Dragoon Guards, to be Lieutenant, vice Wernham, who exchanges.

Coldstream Guards—Matthew E. Tierney, gent., to be Ensign and Lieutenant by purch., vice Dundas, promoted.

1st Foot—Captain Richard Rennet to be Major by purch., vice Farquharson, promoted; Lieut. Trevor Humphreys to be Captain by purch., vice Bennett; Ensign the Hon C. Dawson Plunkett to be Lieutenant by purch., vice Humphreys; Joseph Doughty Wyndham, gent., to be Ens. by purch., vice Plunkett.

8th Foot—Lieut. and Adj. W. Russell Lucas to be Paymaster, vice Hill, dec.; Lieut. Francis Sanderson Holmes to be Adjutant, vice Lucas, app. Paymaster.

16th Foot—Ensign Henry Anthony O'Molony to be Lieutenant without purch., vice Partlough, appointed Adjutant; Gent. Cadet J. Alb. Wilkinson, from R. Mil. Col., to be Ens., vice O'Molony.

39th Foot—Major Joseph Wakefield to be Lieut.-Colonel by purch., vice Macpherson, who retires; Captain Thomas Wright to be Major by purch., vice Wakefield; Lieut. Charles T. Van Strubenzee to be Captain by purch., vice Wright; Ensign W. Claiges Wolfe to be Lieut. by purchase, vice Van Strubenzee; W. Hardinge, gent., to be Ensign by purchase, vice Wolfe.

51st Foot—Ensign Augustus Thomas Rice to be Capt. by purch., vice Costabodie, who retires; Edward Corbett, gent., to be Ensign by purch., vice Rice.

53rd Foot—Ensign Marlay Hutchinson to be Lieut. by purch., vice Glaase, who retires; Edward Acton, gent., to be Ensign by purchase, vice Hutchinson.

62nd Foot—Ensign Charles Henry Gascon to be Lieut. without purch., vice Corfield, app. Adj.; Sergeant-Major George Sims to be Ens., vice Gascon.

76th Foot—Lieut. Robert Shepherd to be Captain without purch., vice Hutchinson, dec.; Gentleman Cadet W. Henry More Simmons, from R. Mil. Coll., to be Ensign without purch.

77th Foot—Captain John Sheffield Dickson, from h. p. Unatt., to be Captain vice Charles Barry, who exchanges, receiving the disservice.

89th Foot—Ensign Charles Montague Walker to be Lieut. by purch., vice Wright, who retires; Gent. Cadet Timothy Hutchinson, from the R. Mil. Col., to be Ensign by purch., vice Walker.

1st West India Regiment—Ensign Michael Westropp Becher to be Lieut. without purch., vice Bell, who retires; Ens. and Adjutant Charles Bentley to have the rank of Lieut.; Edmund Hayter Bingham, gent., to be Ensign by purch., vice Becher.

Unattached.—Major Henry Hubert Farquharson, from the 1st Foot, to be Lieut.-Col. by purch.; Lieut. Michael Adair, from the 72nd Foot, to be Captain without purch.

Memorandum.—Lieut. Charles George Giff, Unatt., has been allowed to retire from the Army selling a Lieut.-Colonelcy, he being about to settle in the colonies.

OFFICE OF ORDNANCE, March 10.

Royal Regiment of Artillery.—Second Capt. H. R. Wright to be Adj., vice Robertson, promoted; Second Lieut. E. Wodehouse to be First-Lieut., vice Hinchliffe, dec.

WAR OFFICE, March 17.

6th Regiment of Dragoon Guards—Lieut. H. T. Gerard to be Capt. by purch., vice Berens, who retires; Cornet F. Freeling to be Lieut. by purch., vice Gerard; E. L. Pryse, gent., to be Cornet by purch., vice Freeling.

11th Regiment of Light of Dragoons—Lieut. J. Tritton to be Capt. without purch., vice Mylne, dec.; Lieut. R. A. Reynolds to be Capt. by purch., vice Butcher, who retires; Cornet E. G. Swinton to be Lieut., vice Tritton; Cornet J. Cowell to be Lieut. by purch., vice Reynolds; H. G. Moysey, gent., to be Cornet by purch., vice Cowell.

17th Light Dragoons—Capt. W. Bernard Harcourt, from h. p. Unatt., to be Capt., vice George Michael Keane, who exch.; Lieut. Walter Williams to be Capt. by purch., vice Harcourt, who retires; Cornet John Roger Palmer to be Lieut. by purch., vice Williams; Hon. George O'Callaghan to be Cornet by purch., vice Palmer.

Grenadier Guards—Lieut. and Capt. the Hon. Francis Grosvenor Hood to be Adjutant, vice Clinton, who resigns the Adjutancy only; Battalion Surgeon John Harrison to be Surgeon-Major, vice Samuel William Watson, who retires upon h. p.

8th Foot—Lieut. Henry Capadocce, from 1st West India Regt., to be Lieut., vice Holmes, app. Adj.

17th—Lewis Charles Conran, gent., to be Ensign by purch., vice Tuthill, appointed to 2nd Dragoon Guards; gent. Cadet John L. Croker, from Royal Military College, to be Ens. without purch., vice Conran, appointed to 56th Foot.

36th—Captain Washington Hibbert, from h. p. Unatt., to be Capt., vice the Hon Richard Haec, who exchanges, receiving the difference.

56th—Ensign John Turner to be Lieut. without purch., vice Mallison, dec.; Ens. Lewis Charles Conran, from 17th Foot, to be Ens., vice Turner.

59th—Ensign William Foulis to be Lieut. by purch., vice Leslie, who retires; gent. Cadet Thomas Peebles, from Royal Military College, to be Ens. by purch., vice Foulis.

80th—Col James Cassidy, Inspecting Field-Officer of a Recruiting District, to be Lt.-Col., vice Pitt, who exch.

98th—Capt. John Macphail, from h. p. as Sub-Inspector of Militia, Ionian Islands, to be Capt., vice Richard Wolfe, who exch.

Unattached—Lieut. Augustus Nicolls, from 74th Foot, to be Capt. without purch.
Brevet—Capt. John Macphail, 98th Foot, to be Major in the Army.

Memorandum—The Christian names of Ens. Jones, 17th Foot, are John Francis, and not Thomas Francis.

WAR OFFICE, March 24.

2nd Regiment of Life Guards—Lieutenant Gardner to be Capt. by purch., vice Richards, who retires; Cornet and Sub-Lieut. F. E. Fieke to be Lieut. by purch., vice Gardner; Lieut. C. H. Drummond, from the 15th Light Drags., to be Cornet and Sub-Lieut. by purch., vice Fieke.

3rd Regiment of Dragoon Guards—W. Square, gent., to be Cornet by purch., vice Campbell, who retires.

4th Regiment of Light Dragoons—Lieut. G. Forbes, from the 26th Regt., to be Lieut., vice Miller, who exchanges; Gent. Cadet T. F. Fitzgerald, from the Royal Military College, to be Cornet by purch., vice Routh, appointed to the 16th Light Dragoons.

14th Regiment of Light Dragoons—Lieut. G. M. Fullerton, from the 14th Regt. of Foot, to be Lieut., vice Yelverton, who exchanges.

15th Regiment of Light Dragoons—Cornet H. L. Cocksedge to be Lieut. by purch., vice Drummond, appointed to the 2nd Regt. of Life Guards; E. Connor, gent., to be Cornet, by purch., vice Cocksedge.

16th Regiment of Light Dragoons—Cornet R. Routh, from the 4th Light Dragoons, to be Cornet, vice MacGregor, who retires.

11th Regiment of Foot—Lieut. Gen. Sir R. S. Dunkin, K.C.B., from the 80th Regt., to be Col., vice Gen. Sir H. T. Montessor, K.C.B., dec.

14th Foot—Lieut. Hon. C. B. Yelverton, from the 14th Light Drags., to be Lieutenant, vice Fullerton, who exchanges.

23rd Foot—Major W. Ross to be Lieut.-Col. by purch., vice Harrison, who retires; Capt. W. Fenwick to be Major by purch., vice Ross; Lieut. W. A. Acock to be Captain by purch., vice Fenwick; Second-Lieut. H. G. Auderton to be First-Lieut. by purch., vice Acock; A. W. W. Wynn, gent., to be Second-Lieut. by purch., vice Auderton.

24th Foot—E. Wodehouse, gent., to be Ensign by purch., vice Moore, who retires.
25th Foot—Lieut. G. Miller, from the 4th Light Dragoons, to be Lieut., vice Forbes, who exchanges.

36th Foot—Lieut. A. Trollope to be Capt. by purch., vice Hibbert, who retires; Ensign A. Thistlethwayte to be Lieut. by purch., vice Trollope; W. W. Abbott, gent., to be Ensign, by purch., vice Thistlethwayte.

80th Foot—Lieut. Gen. Sir J. Taylor, K.C.B. to be Col.; vice Lieut. General Sir R. S. Dunkin, appointed to the command of the 11th Regt.; Major N. Baker to be Lieut.-Col. by purch., vice Cassidy, who retires; Capt. Howler to be Major by purch., vice Baker; Lieut. J. Scally to be Capt. by purch., vice Bowler; Lieut. J. Lightbody to be Adjut., vice Black, who resigns the Adjutancy only.

82nd Foot—Lieut. C. E. Nugent, h.p. Unatt., to be Lieut., vice Holmes, appointed Paymaster of the 35th Regt.; Ensign W. R. Cazalet to be Lieut. by purch., vice Nugent, who retires; Ensign and Adjut. J. Stoodley to have the rank of Lieut.; E. R. W. Yates, gent., to be Ensign by purch., vice Cazalet.

97th Foot—Ensign H. Russell to be Lieut. by purch., vice Henry, who retires; J. G. Strode, gent., to be Ensign, by purch., vice Russell.

Unattached—Lieut. G. S. Fitzgerald, from the 26th Regt., to be Capt. by purch., vice G. J. Lenon, who retires.

Staff—Brevet Lieut.-Col. C. G. Dixon, from h.p. Unatt., to be Major and Military Superintendent of Hospitals at Chatham.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

At Rathmines, the Lady of Major-General Thackeray, R.E. of a son.

Feb. 20th, the Lady of Lieut. G. M. Donbevy, R.N. of a daughter.

Feb. 20th, at Glasgow, the Lady of Lieutenant James Inglis, R.N. of a son.

Feb. 25th, at Plymouth, the Lady of Capt. Sir Henry M. Blackwood, Bart., R.N. of a daughter.

At Dublin, the Lady of Commander G. M. King, R.N. of a son.

At Edinburgh, the Lady of Major Crawford Young, 79th Highlanders, of a son.

At Rose-Mount, Woolwich, the Lady of Major P. V. England, Royal Artillery, of a daughter.

The Lady of Lieut. Fielden, 17th Lancers, of a daughter.

At Gothic House, Trinity, the Lady of Lieut. Forrest, R.N. of a daughter.

March 3rd, at Plymouth, the Lady of Captain Mayne, 5th Regiment, of a son.

March 10th, at Charles Fort, Kinsale, the Lady of Major Farquharson, 35th Regiment, of a daughter.

March 16th, at Limerick, the Lady of Capt. Burslem, 94th Regt., of a daughter.

March 18th, at Maidstone, the Lady of Capt. Houston, 4th Light Dragoons, of a daughter.

March 21st, in Curzon Street, Lady Emily Ponsonby, relict of the late Major-General Sir Frederick Ponsonby, K.C.B., of a son.

MARRIAGES.

Feb. 18th, at Hull, Lieut. Adolphus C. Pedrick Bond, 53rd Regiment, eldest son of the late Rev. Dr. Bond of Hanwell Paddock, Middlesex, Chaplain to his Royal Highness the Duke of Cambridge, to Mary Pearson, youngest daughter of N. Osbourne, Esq. of Hull.

At Bagwell, Leicestershire, Lieut. W. Key, 18th Hussars, to Jane, daughter of J. Pearson, Esq., Advocate General of Bengal.

In Glasgow, Francis Logan, Esq. Surgeon, R.N. to Janet, daughter of Captain R. Wallace, Captain John Usher, late of the 20th Infantry, to Margaret, second daughter of G. Connor, formerly of Upper Canada Street, dec.

March 1st, at Woolwich, Lieut. A. Hale Mogro, 99th Highlanders, to Grace, daughter of Captain R. Palmer (A.A.).

March 1st, at Ardbraccan, Captain H. Phillips, 29th Regiment, to Anne E. Waller, youngest daughter of the late John Young, Esq., of Whilpots-town-House, Meath.

March 16th, at Ramsgate, Captain Caldwell, 92nd Highlanders, nephew to Major General Sir A. Caldwell, K.C.B., to Elizabeth, eldest daughter of Robert Tooley, Esq. of the same place.

At Eber, Captain J. Bland, h.p. of the 1st Royals, Assistant of the Aberdeenshire Regt. of Militia, to Mrs Hannah Pow, youngest daughter of the late John Jackson, Esq., Collector of Excise.

DEATHS.

Aug 1st, 1836, at Landour, Behgal, Lieut. Thomas Sewell, 13th Foot

Aug 1st, 1836, at Meerut, Bengal, Lieut. Edward Arnold, 11th Light Dragoons.

October 31st, 1836, at Montreal, Canada, Lieut. A. Grant, h.p. 42nd Regiment.

Dec. 3rd, at Madras, where he had but recently arrived, having been last year appointed to the Staff of that Presidency, Major-General Sir Geo. Eliot, K.C.B. The unfortunate cause of his death was a fall from a horse that he had fallen out with him from England. Sir Geo. had been appointed to the Mysore Division of the Indian Army.

Off Falmouth, Jamaica, drowned by the upsetting of a boat, in which he had accompanied a party on an aquatic excursion, Lieut. R. H. Mallison, 56th Regt.

January 4th, at Barbadoes, Capt. H. E. B. Hutchinson, 76th Regiment, acting Brigade-Major to the Forces, second son of Lieutenant-General Sir W. Hutchinson.

January 8th, Lieut. Fyfe, h.p., 89th Regt.

January 14th, at Thunso, Lieut. M'Pherson, h.p. 1st Foot.

Lieut. Bassett, h.p. 4th Foot.

Lieut. Griffiths, h.p. 23rd Regiment.

January 29th, at Ruddington, near Loughborough, Lieut. General John Grey.

At Lincoln, aged 62, Colonel John Bromhead, C.B. late 7th Regiment. He served in America, in Egypt under Abercrombie, and in the Peninsula distinguished himself by his intrepidity at the head of his regiment in the storming of Badajoz, and in the retreat on Burgos, when his own regiment and the 7th Foot sustained the attack of a large body of French cavalry, by forming themselves into squares, and gallantly repulsed them.

Captain Charles Marquis of Drogheda, late Royal Irish Artillery.

Lieut. Sir Chas. Halkett, Bart., h.p. 21st Dragoons.

Lieut. Denby, h.p. 35th Regiment.

At Madras, Captain Alex. Deron, late 4th Regiment.

February 1st, at Birmingham, Lieutenant G. Shantry, h.p. 21st Regiment.

February 1st, at Falmouth, Inspector of Hospital Ships, Forbes, half-pay.

February 14th, at Edinburgh, Dr. Badenach, Staff-Surgeon of the Garrison.

February 16th, at Exeter, Captain Joseph James, R.N. aged 77.

February 16th, at Jersey, Commissary-General James Poon.

Feb. 29th, at his seat, Normont Manor-House, Jersey, Commissary-General Papon. Having entered the Commissariat on the first formation of that Department under Sir H. K. Watson, he served with the Army in Egypt, and was sent, by the special appointment of Mr. Pitt, with the expedition under General Lord Cathcart, to Germany, in the rank of the Commissariat Department. In the year 1808, he accompanied Sir Arthur Wellesley to the Peninsula, and was with the Army in the field, until 1811,

when he was directed to take charge of the Commissariat Department in Lisbon, where he was employed until the year 1819. Acting under the Commissary General-in-Chief, Sir Robert Kennedy, upon Commissary-General Papon devolved the whole responsibility of the intricate accounts of the Peninsular war, and which amounts, amounting to upwards of forty-seven millions sterling, (nearly one-seventeenth of the National Debt of Great Britain) have been audited and approved of by the Lords' Commissioners of his Majesty's Treasury.

Commissary-General Papon was most active in promoting all the useful institutions of his native island, and had endeared himself to all classes of society, by whom he will be long remembered, and his loss deeply regretted.

At Carlisle, Commander Thos. Hulton, R.N. in his 79th year.

At Arundel, Lieut. J. N. Green, R.N., Chief Officer of the Coast Guard on that station.

At Clonakilty, M. Power, Esq. Surgeon, R.N.

February 17th, at Paris, Captain Wm. Henry Humphreys, late Royal Artillery Drivers.

In Dublin, Major John Bridge, late Barrack-master at Pontobello, and formerly Brigade-Major of that garrison.

At Marazion, Cornwall, J. Tilly, Esq., Master R.N.

At Haslar Hospital, Charles Cameron, Esq. Surgeon, R.N.

February 25th, at Lancaster, Commander Richard Whitehead, R.N., aged 74.

February 26th, at Florence, Lieutenant-General John Locke.

March 2nd, Captain D'Olivier, h.p. York Light Infantry.

Commander H. Wearling.

Lieut. W. Innes.

At Dover, Captain Sir W. Howe Mulcaster, R.N., C.B., K.C.H., Aide-de-camp to the King.

At Bray, Wicklow, Captain Thos. Kettlewell, Unat. late 30th Regiment.

March 9th, at St Omer, Lieut. Thos. Lalor, h.p. 43rd Regiment, Military Knight of Windsor. He served with the above distinguished corps during the war in the Peninsula, prior to which he was a Lieutenant in the 9th Dragoons.

March 10th, at Hatfield Park, after a few days' illness, Major-General Sir Henry Frederick Cooke, K.C.H., only surviving brother of the late Lieut.-Gen. Sir G. Cooke, K.C.B.

March 10th, at Denne Hill near Canterbury, General Sir H. F. Montesson, K.C.B. and, G.C.H., Colonel of the 11th Foot.

March 10th, at Chatham, Bt.-Major Drury, 6th Regiment.

March 10th, at Stonehouse, near Devonport, Lieut. R. Lugg, h.p. Royal Artillery.

At Gravesend, Lieut. Robert Turner, R.N.

At Kildullin, County Kildare, Lieut. Lewis Kelly, h.p. 69th Regiment.

At Stockton, Lieut. H. W. Hinchliffe, R.A.

March 13th, at his residence, Rumbold's Wyke, near Cluchester, Lieut.-Colonel Buckner, C.B. late of the Royal Artillery, and Deputy-Lieutenant of the county of Sussex, aged sixty-four years.

March 15th, at Dresden, Major-General Sir Lorenzo Moore, K.C.H. and C.B.

March 16th, at Stoke, near Devonport, Lieut. Colonel E. C. Moncrieffe, late 3rd Royal Vet. Batt.

March 16th, at Cahir Barracks, Vet. Surgeon James Lowe, 3rd Light Dragoons.

March 17th, at Kentish Town, Capt. Wm. Berts, h.p. 14th Regt., Military Knight of Windsor. He shared in all the actions in which the 14th took so conspicuous a part on the continent, East and West Indies, Java, &c. In all the relations of life, his conduct was most exem-

play. He was an affectionate husband, a kind and indulgent father, and a sincere friend. He has left a disconsolate widow, an amiable daughter and son, the latter serving with his regiment, the 36th, in India. He was a man universally esteemed and respected, and his loss will be long and deeply deplored by all who had the happiness of his acquaintance.

March 19th, at Richmond Barracks, Dublin, Lieut. Cameron, 77th Regiment.

March 20th, at St. Hiliers, Jersey, E. P. Burke, Esq., Purser R.N.

At Rochester, M. Hammond, Esq., Purser U.N.

At Cheltenham, Capt. E. Stopford, R.N.

At Dunganon, Colonel Dawson Kelly, C.B., late Lieut.-Col., 3rd Regt.

Lieut. C. J. Bell, R.N.

At Norton House, near Chichester, Lieut. Matthew Huckle, R.N., aged 77.

March 24th, at Broad Green Lodge, Croydon, William Dyer Thomas, Esq., M.D., Dep. Insp. General of Hospitals, and Dep. Surgeon of the 7th Hussars.

March 25th, at Blackheath, Lieut. Captain Geo. Kompster, late of the Royal Marines, aged 78.

General Sir W. Maxwell, Bart., late 3rd Royal Vet. Bat.

METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

| FEB. 1837. | Six's Thermometer. | | At 3 P. M. | | | Pluvia- meter Inches. | Evapora- tion Inches. | Winds at |
|---------------|--------------------|--------------------|-------------------|----------------------|-------------------|-----------------------------|-----------------------------|----------------------------|
| | Maxim. Degrees. | Minim. Degrees. | Barom. Inches. | Thermom. Degrees. | Hygrom. Parts. | | | |
| 1 | 41.8 | 39.8 | 30.03 | 41.8 | 885 | .035 | .045 | N lt. breeze, fine |
| 2 | 42.2 | 39.7 | 30.27 | 41.7 | 880 | — | .024 | E.S.E. calm, overcast |
| 3 | 42.2 | 39.5 | 30.33 | 42.2 | 883 | — | .016 | E.S.E. lt. airs cloudy |
| 4 | 42.2 | 36.4 | 30.34 | 40.9 | 826 | — | — | S.E. lt. breeze, fine |
| 5 | 41.0 | 34.6 | 30.31 | 37.5 | 784 | .007 | — | S.E. lt. airs, cloudy |
| 6 | 41.2 | 33.5 | 30.30 | 39.0 | 662 | — | — | S.E.E. fr. breeze, fine |
| 7 | 39.0 | 33.8 | 30.25 | 37.2 | 721 | — | — | S.E. lt. breeze, variable |
| 8 | 41.8 | 37.2 | 30.22 | 40.9 | 824 | — | .025 | S.E. lt. breeze, showery |
| 9 | 44.2 | 40.0 | 30.20 | 45.4 | 862 | — | .028 | S.W. calm, quite cloudy |
| 10 | 47.5 | 43.4 | 29.76 | 46.6 | 885 | .026 | .026 | S.S.W. heavy rain |
| 11 | 47.3 | 46.5 | 29.13 | 47.3 | 897 | 1.002 | .030 | S.W. cloudy, hd. squalls |
| 12 | 47.4 | 43.2 | 29.50 | 45.2 | 702 | .064 | .035 | W.S.W. fr. br. beautiful |
| 13 | 46.1 | 38.0 | 29.25 | 43.0 | 855 | 0.103 | frozen. | S.W. strong gusts, var. |
| 14 | 45.2 | 37.4 | 29.55 | 44.0 | 651 | — | — | W. calm, magnificent |
| 15 | 46.3 | 38.2 | 30.04 | 44.2 | 728 | — | — | S.W. fr. br., changeable |
| 16 | 50.0 | 44.6 | 30.09 | 47.8 | 879 | — | .020 | S.S.W. str. wind, cloudy |
| 17 | 49.4 | 42.3 | 30.28 | 49.1 | 760 | — | .024 | W.S.W. fr. breeze, beaut. |
| 18 | 48.2 | 40.4 | 29.72 | 44.8 | 815 | .207 | frozen | S.S.W. violent gusts, rain |
| 19 | 45.0 | 38.6 | 29.42 | 40.5 | 807 | .253 | — | S. stiff gale, cloudy |
| 20 | 46.3 | 40.2 | 29.47 | 45.6 | 824 | — | .018 | W.S.W. hard gale, var. |
| 21 | 48.4 | 42.0 | 29.56 | 48.0 | 649 | .215 | .020 | S.S.W. variable |
| 22 | 44.5 | 39.3 | 29.90 | 44.2 | 595 | — | .020 | S.W. violent wind, beaut. |
| 23 | 45.3 | 38.2 | 29.29 | 45.0 | 820 | .305 | .020 | W.N.W. furious gale, sho. |
| 24 | 43.6 | 37.0 | 30.07 | 43.5 | 760 | — | .015 | N.N.W. fr. br. squally |
| 25 | 49.2 | 36.9 | 30.13 | 40.1 | 661 | — | frozen. | W.N.W. str. gale, fine |
| 26 | 40.5 | 34.8 | 30.15 | 38.7 | 612 | — | — | W. calm, cloudy day |
| 27 | 41.0 | 33.4 | 29.96 | 34.5 | 688 | .005 | — | N.N.E. calm, with sleet |
| 28 | 42.4 | 36.0 | 30.10 | 40.5 | 714 | — | .020 | N. nearly calm, foggy |

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THE END OF THE THIRD PART OF 1836.

